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## **Finance Committee Meeting Agenda**

**Tuesday, February 6, 2024– 9:00 a.m.**

**MODL Council Chambers – 10 Allée Champlain Drive, Cookville**

- 1. Call to Order**
  - 1.1 Mi'kma'ki Territorial Acknowledgement
- 2. Announcements, Acknowledgements, Recognition**
  - 2.1 African Heritage Month
  - 2.2 Heart Month
- 3. Public Input (15 Minutes)**
- 4. Changes/Approval of Agenda** (as circulated)
- 5. Approval of Minutes** – December 5, 2023 (as circulated)
- 6. Business Arising from Minutes**
- 7. Presentations/Scheduled Times**
  - 7.1 South Shore Open Doors Association, Kristi Tibbo, CEO (SODA)..... 9:15 a.m. 3-7
  - 7.2 Seahawks Minor Football..... 10:00 a.m. 8-13
- 8. Consideration of Correspondence - Nil**
- 9. Recommendations from Council - Nil**
- 10. Staff Reports**
  - 10.1 Finance Department**
    - 10.1.1 2024-25 Proposed Area Rates: Streetlights, Hydrants, & Sewer..... 14-16
    - 10.1.2 Operating Variance Report 3<sup>rd</sup> Quarter (to December 31, 2023)..... 17-20
    - 10.1.3 Capital Status & CCBF Investment Report 3<sup>rd</sup> Quarter (to December 31, 2023)..... 21-28
  - 10.2 Recreation Department**
    - 10.2.1 Updated Active Transportation Plan, Round 1 Engagement Summary – ..... 29-54  
Jamie Hilland & Devon Jennings-Lander, Urban Systems
- 11. Added Items**

**12. In Camera**

12.1 Contract Negotiations under Section 22(2)(e) of the MGA

12.2 Contract Negotiations under Section 22(2)(e) of the MGA

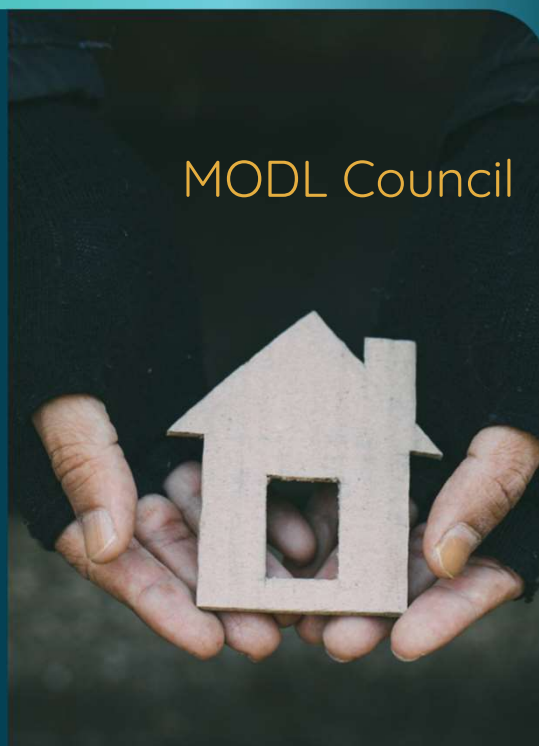
**13. Adjournment**

**Mission:** To open doors to safe, appropriate, energy-efficient, and affordable housing for everyone in Lunenburg and Queens County.



February 6, 2024

MODL Council



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## What is Coordinated Access & The By-Name List?

CAS : A program through which individuals and families experiencing energy poverty and housing insecurity, are provided navigation to access housing and support services, based on a standardized procedure for client intake, assessment of need, and referral.

BNL : A real time list of individuals experiencing homelessness. It includes a robust set of data points that support CAS and prioritization at a household level and an understanding of homeless inflow and outflow at a system level. This real-time actionable data supports triage to services, system performance evaluation and advocacy for the policies and resources necessary to end homelessness.







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## Services offered

- 
Coordinated Access System
- 
Household Navigation
- 
Volunteer Trustee Program
- 
Housing Support Services

The SSODA logo is located in the bottom left corner of the slide.

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## Winter Shelter

- Open Nightly from 8:00pm - 8:00am
- Need to be 19 years of age or older
- Doors close at 11:00pm
- 15 bed capacity

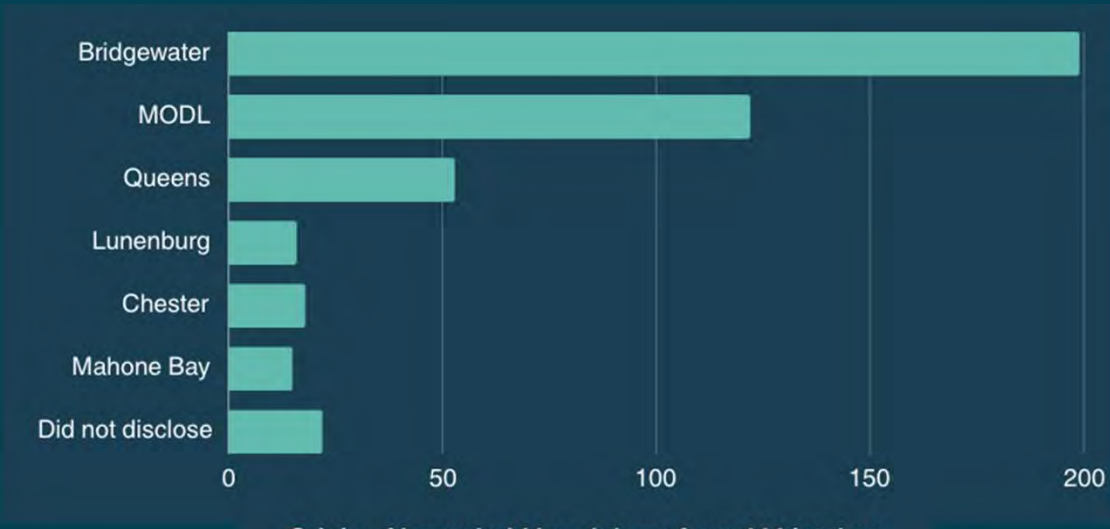


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## CURRENT SITUATION OF HOMELESSNESS



6



Origin of household breakdown from 444 intakes,  
May 2022 - December 2023



7

# Rural Homelessness

-  Transportation
-  Added Budget Constraints
-  Resources
-  Access to Supports/Service providers
-  Services
-  Food Supports
-  Internet/Cell phone service



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**HOUSED**

Since May 2022,

**107**



households/individuals on the By-Name-List have been connected to housing.



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General Inquiries/Intake

[intake@ssoda.org](mailto:intake@ssoda.org)

(902) 521 - 0994



[kristitibbo@ssoda.org](mailto:kristitibbo@ssoda.org)

(902) 521 - 3989



If you would like to join our mailing list please email [info@ssoda.org](mailto:info@ssoda.org)

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# Pinegrove Park Proposal



Seahawks Minor Football Club

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## About Us

- Founded in 2012 By Gary Linthorne(MoDL Sports Wall of Fame) and John Peters with 2 teams initially now have 4. Ages 6-14
- We have 2 Tier 1 Championships, 1 Tier 2 and multiple Medal finishes
- Approx 100 players per season and 10-20 coaches each year
- Players are from Shelburne, Queens, Lunenburg counties and the Town of Bridgewater
- We are a Non Profit(3261931) registered with our PSO(Football NS)



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## Goals and Values

- Our programs main goal is to provide youth on the South Shore with the opportunity to play Canadian Tackle Football.
- Our Motto is “Football is Family” with a strong dose of “If we are not having fun then we are doing it wrong!”
- We constantly strive to provide a safe, fun environment for boys and girls to thrive, learn and enjoy all the benefits that playing sport offers.

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## Our Player Base

- Lunenburg County - 89% with our largest portion coming from MoDL catchment at 35%
- Queens County 10%
- Shelburne County 1%
- We have had Players from Annapolis and Yarmouth in some seasons also.

Since 2012 :

- Multiple players to AUS/AFL schools from our program and now PVEC’s program.
- 1 player in a NCAA Div 1 school who won the Fenwick Bowl with Boston College Eagles this season.
- Multiple Players directly out of our program into Private Sport High Schools in Canada and the USA for Football.

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## Current Projects

- Working on getting some sort of Field light system setup. Cost projections are approx \$10,000. System is a non-permanent system designed to be in place only for each of our seasons But if this proposal is accepted then the bases could be left in place year round and the poles removed or even the whole set left in place.
- Working on a larger field Storage building as ours has reached it limit of gear stored inside. Cost not yet assessed as we are just in early phase of costing out project.

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## The Current Park



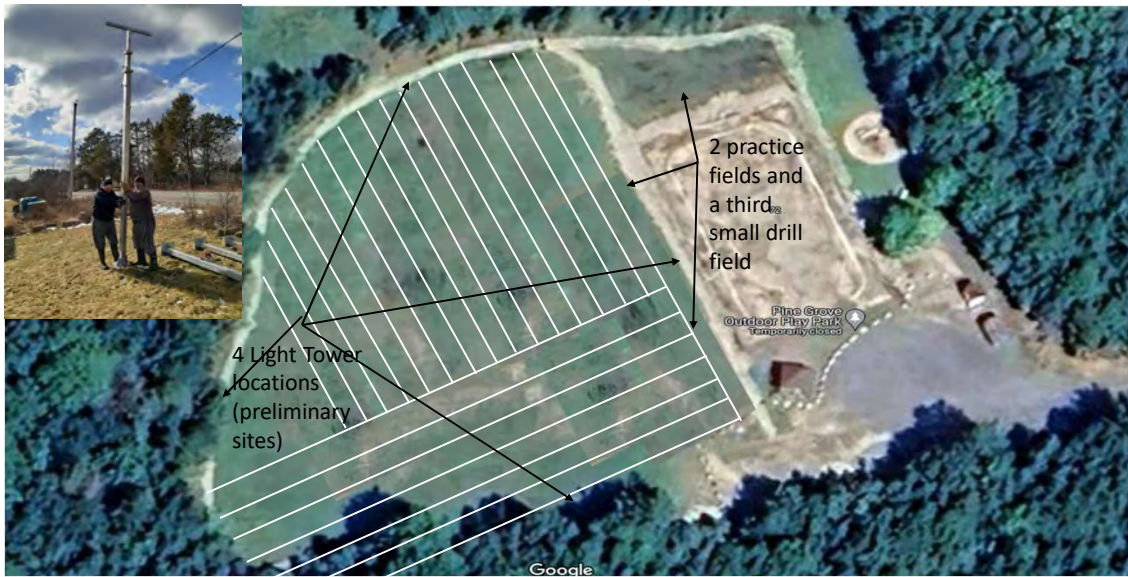
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# The Park Proposal



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# The Park Proposal



8



## The Park Proposal



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## Park Maintenance

- Park as you all know is currently maintained by MoDL staff.
- Seahawks would take over management of the park space to maintain the fields including mowing.
- Our plan would be to install some drainage on the upper section of the field to help dry out the wetter spots on the field. Also we would fill holes and reseed areas for repair as needed.
- We would also like to install a security camera system to cut down on vandalism and damage done to the field and park areas.

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January 29, 2023

Municipality of the District of Lunenburg  
10 Allee Champlain Drive  
Cookville, NS B4V 9E4

Dear Members of Council,

**RE: Practice Facility – Seahawks Minor Football Association**

On behalf of the Board of Directors of Football Nova Scotia, I am writing in support of the Seahawks Minor Football Association request to access park space in the Municipality of the District of Lunenburg for the purpose of establishing a practice field. I believe that providing proper facilities for football is vital to the growth and development of our young athletes and supports the growth within the sport in both contact and non-contact football.

The Seahawks Minor Football Association plays a significant role in the lives of our youth. It provides them with a sense of belonging, fosters teamwork, discipline, and leadership while promoting a healthy and active lifestyle. As the popularity of football continues to grow across Nova Scotia, the demand for suitable practice and game facilities has become increasingly evident.

Currently, the Kinsmen Field is the sole football field between Tantatallon and Yarmouth. By providing access to the park space for the Seahawks football program, it can help address the need for additional practice facilities without having to invest in new construction or development. This would serve both the team and the broader community.

The establishment of a practice field for Seahawks football would not only benefit the players and coaches but also the community. It would create a safe and designated area for the team to practice, reducing the risk of injuries and collisions that can occur on makeshift or overcrowded fields. Additionally, it would alleviate the strain on existing facilities.

Furthermore, the positive impact of supporting local sports extends beyond the field. It can help enhance community pride, attract new residents, and even contribute to the local economy.

Thank you for your time and attention to this important issue.

Sincerely,

Karen Ouellette  
Executive Director  
Football Nova Scotia



## Municipality of the District of Lunenburg

### Request for Decision

**Report to:** Finance Committee

**Submitted by:** Angela Veinot, Accounting Manager

**Date:** February 6, 2024

**Re:** 2024-25 Proposed Area Rates: Streetlights, Hydrants, & Sewers

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### Recommendation

It is recommended that the Finance Committee recommend Municipal Council approve:

- The 2024/25 Fire hydrant rate at \$0.1334/\$100 of assessment;
- The 2024/25 Streetlight rates as presented;
- The 2024/25 Sewer rates at \$0.43/\$100 of assessment for global rate and \$0.25/\$100 of assessment for Hebbville rate.

### Executive summary

Enclosed are the proposed budgets for streetlights, fire hydrants and sewer rates for the fiscal year 2024/25.

The streetlight and hydrant rates are calculated based on the prior years' revenues collected minus the actual costs. The current year's property assessment and any estimated overage and shortage in the accounts are included in the calculation.

Sewer rates were set in December 2019, based on a 5-year sewer rate review. 2024/25 marks year 5 of 5 for these approved rates.

### Discussion

As part of the budget process, area rates are required to be approved by Council. Streetlight and hydrant rates can be easily forecasted based on the nature of the revenues and expenditures. Revenues have been billed for the year and most expenditures have been recorded. The revenues and expenditures for these rates are analyzed and a running total of the account balance is kept. Any

surpluses or deficits from the prior year are rolled into the next year to be recovered through the area rates.

The street light rates are detailed on the attached schedule. These rates vary slightly from year to year.

The hydrant rates have decreased based on the 2024-25 increase in commercial assessment.

The sewer billing has two rates: the global rate and the Hebbville rate. The approved 5-year rates are \$0.43/\$100 of assessment for the global rate and \$0.25/\$100 of assessment for the Hebbville rate. As per past practice, Council is asked to approve the sewer rates annually.

### **Budget implications**

Once Council approves the rates, they will be used to calculate the revenue budgets for 2024/2025.

### **Conclusion**

Staff recommend Council approve the rates as presented.

<b>Report Preparation</b>	
<b>Department</b>	
<b>Report Prepared by</b>	Angela Veinot
<b>Report Approved by</b>	Elana Wentzell
<b>Date Reviewed by C.A.O.</b>	



**Municipality of the District of Lunenburg  
Area Rates 2024/25 Draft Budget**

<b>STREET LIGHT RATES</b>	<u>Approved 2023-24</u>	<u>Proposed 2024-25</u>	Rate Budget Notes
<b>Rates per \$100 of assessment</b>			
Riverport	\$ 0.024	\$ <b>0.013</b>	Riverport has a reduced street light rate spread over increased assessment
Dayspring	\$ 0.071	\$ <b>0.054</b>	Based on increased assessment
New Germany	\$ 0.041	\$ <b>0.036</b>	Based on increased assessment
Catidian Place	\$ 0.013	\$ <b>0.012</b>	Based on increased assessment
Pine Haven Subdivision	\$ 0.041	\$ <b>0.035</b>	Based on increased assessment
<b>Flat Rates Per Property</b>			
Barss Corner	\$ 54.75	\$ <b>63.33</b>	Costs shared 64 properties
Vogler's Cove, Broad Cove & Cherry Hill	\$ 53.62	\$ <b>60.52</b>	Costs shared 373 properties
Chelsea	\$ 95.44	\$ <b>110.41</b>	Costs shared 210 properties
Pine Grove	\$ 53.56	\$ <b>60.17</b>	Costs shared 25 properties
Oakhill acres	\$ 33.93	\$ <b>43.00</b>	Costs shared 40 properties
Little Tancook	\$ 36.19	\$ <b>34.09</b>	Costs shared 38 properties
Whitley & Jenny	\$ 31.85	\$ <b>41.62</b>	Costs shared 16 properties
Westside Drive	\$ 137.39	\$ <b>151.37</b>	Costs shared 10 properties

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<b>FIRE HYDRANT RATES</b>	<u>Approved 2023-24</u>	<u>Proposed 2024-25</u>	
Rate per \$100 of assessment	0.1713	<b>0.1334</b>	Based on increased assessment

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<b>SEWER RATES</b>	5-Year Rate Approved - starting 2020-21	
	<u>Year 4 of 5 2023-24</u>	<u>Year 5 of 5 2024-25</u>
Global Sewer*	\$ 0.43	\$ <b>0.43</b>
Hebbsville Sewer*	\$ 0.25	\$ <b>0.25</b>

\*per \$100 assessment



## Municipality of the District of Lunenburg

### Report to Council

**Report To:** Finance Committee  
**Submitted By:** Elana Wentzell, Director of Finance  
**Date:** February 6, 2024  
**Re:** Operating Variance Report 3<sup>rd</sup> Quarter ( to December 31, 2023)

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The enclosed Operating Fund Variance Report gives Council details of operating budget accounts where variances to budget have occurred. Staff have commented on all forecasted budget variances. New comments are highlighted.

In this third quarter report, staff are projecting an Operating surplus of \$2.9M which represents a 7.49% budget variance.

The revenue variance shows \$2,077,497 in additional revenue expected to be received compared to budget.

The expenditure variance shows a forecasted budget savings of \$921,146.

Please refer to the attached report for details of the variances.

Report Preparation	
Department	Finance
Report Prepared by	Elana Wentzell
Report Approved by	
Date Reviewed by C.A.O.	

**Municipality of the District of Lunenburg  
Operating Fund Variance Report - 3rd Quarter  
December 31, 2023**

	Actual to Date	Annual Budget	FORECAST	Actual Variance (% Budget left)	Forecast Variance to Budget	Comments on Forecast Variance
<b>REVENUE</b>						
Tax Revenue	\$ 29,690,139	\$ 28,534,000	\$ 29,632,800	-4.1%	\$ 1,098,800	Assessment appeals for 2023 not yet complete. Completed appeals have resulted in 6% average value reduction. Budget estimate was 10%
Business Property	168,791	191,500	169,100	12%	(22,400)	HST Offset grant lower then prior years
Deed Transfer Tax	1,789,655	1,800,000	2,000,000	1%	200,000	Actual received to date similar to 2019/20 levels (pre-pandemic)
Other Taxes	79,917	68,000	68,000	-18%	-	
Grants in Lieu of Taxes	67,123	255,100	259,100	74%	4,000	Estimate based on actual calculation of Federal PILT
REMO/Accessibility recovery from Other Units	64,563	87,100	87,100	26%	-	
Sale of Services						
Recreation Services	44,367	78,500	89,701	43%	11,201	Estimate based on actual recreation revenues received to date
Regional Building Inspection Services	58,400	352,200	114,000	83%	(238,200)	Budgeted for full year Regional Service. Regional service agreements not yet in place. MODL continues to bill out inspection services based on previous hourly rate agreements. Offset by expenditure savings of \$120,600 (see expenditure section below).
Other Revenue - Fines, Permits, Rentals & Interest	2,210,010	1,918,300	2,932,596	-15%	1,014,296	Estimate based on rising interest rates
Farm Acreage Grant	57,266	95,200	98,500	40%	3,300	Based on actual Farm Acreage Grant received
Provincial Grants	271,054	243,300	249,800	-11%	6,500	Co-op Student grants - more received than budgeted \$6,600
<b>TOTAL REVENUE</b>	<b>\$ 34,501,285</b>	<b>\$ 33,623,200</b>	<b>\$ 35,700,697</b>	<b>-3%</b>	<b>\$ 2,077,497</b>	
<b>EXPENDITURES</b>						
Mayor & Council	\$ 541,194	\$ 791,400	\$ 791,400	32%	\$ -	
Bank Interest & Charges	3,111	4,700	4,700	34%	-	
Administration	839,930	1,331,500	1,321,500	37%	(10,000)	Estimated reduction for unused Admin staff training/conference budget
Finance	587,377	830,200	830,200	29%	-	
Tax Exemptions	347,441	309,400	350,740	-12%	41,340	Budget overage for low income tax rebates per Council approval
Legal & Advisory Services	140,753	491,800	329,600	71%	(162,200)	Delayed hiring IDEA Coordinator, legal fees less than expected, safety & other consulting services costs less than expected.

**Municipality of the District of Lunenburg  
Operating Fund Variance Report - 3rd Quarter  
December 31, 2023**

	Actual to Date	Annual Budget	FORECAST	Actual Variance (% Budget left)	Forecast Variance to Budget	Comments on Forecast Variance
Administration Building, Supplies, Advertising and Data Processing	693,381	1,161,700	1,145,600	40%	(16,100)	Estimate reduction for Mun Services Bldg maintenance & Planning advertising costs
Allowance for Uncollectible taxes	-	74,500	74,500	100%	-	
Tax Sale Expenses	53,318	70,000	70,000	24%	-	
Government Relations, Communications & Municipal Celebrations	73,760	118,500	117,070	38%	(1,430)	Estimate reduction based on actual cost of Municipal Celebrations
Insurance	192,990	227,900	194,500	15%	(33,400)	Estimate based on actual costs lower than budgeted amounts
Grants to Organizations	601,802	1,146,800	1,154,875	48%	8,075	Estimate reduction based on actual Rose Bay Wharf grant, Community groups insurance & event grants, youth leadership & travel grants (\$12K) offset by increase in ProKids grants (\$20K) - there are increased revenues and reserves available for ProKids overage.
Election Costs	-	-	-	0%	-	
Assessment Services	517,707	690,300	690,300	25%	-	
Police Protection	3,097,986	4,130,600	4,130,600	25%	-	
Correction Services & Prosecutions	385,115	524,900	524,900	27%	-	
Fire Protection Municipal Costs	438,899	456,700	489,200	4%	32,500	Cookville hydrant costs \$5K over budget, Fire Personnel Insurance \$27K over budget)
Emergency Measures	175,835	269,900	279,900	35%	10,000	Increase in REMO \$20K offset by decrease in shelter grants \$10K
Protective Inspection Services	543,057	870,500	749,900	38%	(120,600)	Reduced costs due to the delay in implementation of the Regional Building Service
Dog Control	25,983	44,500	44,500	42%	-	
Common Services (Engineering)	470,172	682,000	634,600	31%	(47,400)	Reduced costs due to vacant position
Provincial Roads & NSTIR Paving Partnerships	375,240	993,100	1,710,432	62%	717,332	Includes paved shoulder overage per Council approval (funded by reserves below)
Municipal Road Maintenance	138,172	350,000	331,740	61%	(18,260)	Estimate savings based on actuals: \$18K summer maintenance costs for Municipal roads
Garbage & Waste Collection	2,094,485	2,800,700	2,800,700	25%	-	
Regional Housing	-	35,000	35,000	100%	-	
Planning & Zoning	763,788	1,024,400	1,020,100	25%	(4,300)	Estimated reduction based on actual staff training and travel

**Municipality of the District of Lunenburg  
Operating Fund Variance Report - 3rd Quarter  
December 31, 2023**

	Actual to Date	Annual Budget	FORECAST	Actual Variance (% Budget left)	Forecast Variance to Budget	Comments on Forecast Variance
Economic Development, Schools, CES Bldg & Tourism	677,734	1,567,900	1,055,171	57%	(512,729)	Estimate reduction for Internet (\$249K) and Community Hub set up (\$265K)
Recreation Staffing, Facilities and Programming	1,243,685	1,844,400	1,760,458	33%	(83,942)	Estimated savings in programs \$27K, parks staffing and maintenance costs \$51K, rec admin staff \$5k
Libraries	149,775	199,700	199,700	25%	-	
LCLC	457,901	671,600	671,600	32%	-	
Education	7,154,888	9,539,900	9,539,900	25%	-	
Financing & Transfers	-	(65,100)	(785,132)	100%	(720,032)	Reserves transfer for paved shoulders in Martin's River
<b>TOTAL EXPENDITURES</b>	<b>\$ 22,785,479</b>	<b>\$ 33,189,400</b>	<b>\$ 32,268,254</b>	<b>31%</b>	<b>\$ (921,146)</b>	
<b>Area Rates</b>					-	
Fire Protection Revenue	4,341,545	4,359,900	4,359,900	0%	-	
Fire Protection Expenditures	(4,352,169)	(4,359,900)	(4,359,900)	0%	-	
Sewage Collection & Disposal Revenue	464,823	488,800	499,100	5%	10,300	Estimate increased costs for membrane costs and treatment plant snow removal based on contract
Sewage Collection & Disposal Expenditures	(807,627)	(886,400)	(981,450)	9%	(95,050)	
Private Road Maintenance Revenue	315,621	315,700	315,700	0%	-	
Private Road Maintenance Expenditures	(300,589)	(301,000)	(301,000)	0%	-	
Street Lighting Revenue	161,800	148,900	148,900	-9%	-	
Street Lighting Expenditures	(128,550)	(172,100)	(172,100)	25%	-	
<b>NET AREA RATES</b>	<b>\$ (305,146)</b>	<b>\$ (406,100)</b>	<b>\$ (490,850)</b>		<b>\$ (84,750)</b>	
<b>SURPLUS (DEFICIT)**</b>	<b>\$ 11,410,659</b>	<b>\$ 27,700</b>	<b>\$ 2,941,593</b>		<b>\$ 2,913,893</b>	
<b>% Annual Budget</b>		<b>0.07%</b>			<b>7.49%</b>	



## Municipality of the District of Lunenburg

### Report to Council

**Report To:** Finance Committee  
**Submitted By:** Elana Wentzell, Director of Finance  
**Date:** February 6, 2024  
**Re:** Capital Status & CCBF Investment Report 3<sup>rd</sup> Quarter (to December 31, 2023)

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The Capital Budget Status & Canada Community Building Fund (CCBF) Report is enclosed to give Council information on the status of the projects approved in this fiscal year.

Projects are moving forward as indicated in the attached status report. Included in the report are columns for the approved project budget, actual costs incurred to date, cost variance actual to budget, forecast to March 31, 2024.

Of the \$9.4M approved budget, project costs in the amount of \$1.9M have been paid to date with a forecast of \$6.7M to be completed by year end.

Report Preparation	
Department	Finance
Report Prepared by	Elana Wentzell
Report Approved by	
Date Reviewed by C.A.O.	

5 Year Capital Investment and Canada Community-Building Fund Plan		Approved Budget	Actual Amount Spent by	Total Project Anticipated Cost	Total Anticipated Cost vs Budget
	Project Status Update	2023/24	31-Dec-23	31-Mar-24	%
<b>Corporate Infrastructure &amp; Accessibility Projects</b>					
<b>Facilities</b>					
Accessibility Legislation Placeholder	Placeholder is no longer required. Projects are now scoped and built using an accessibility lens.	125,000	-	-	-100%
Accessibility Plan Improve Rec Assets, beaches etc.	Have received some funding to acquire a mobi mat and accessible benches. Waiting on the park audits to be completed. Extension of funding granted.	125,000	56,179	125,000	0%
Park Standards Upgrades	Park surveys have been completed. Report being finalized. A carry over of the remaining funds not spent may be required. \$15,000 approved to be used towards the Sawpit Wharf Community Plan.	340,000	12,176	340,000	0%
MARC Ballfields	Mitigation of grub issues and ballfield repairs. Project completed under budget.	400,000	93,049	125,000	-69%
Municipal Services Building Final Costs	Anticipate HVAC system deficiencies to be addressed by the end of the fiscal year. 3rd party warranty will cover costs.	450,000	68,662	450,000	0%
Office Reconfiguration	Design compete. Construction starting in January.	100,000	-	100,000	0%
Public Mooring installations	Project complete. 20 new public buoys have been installed.	40,000	34,884	35,000	-13%



<b>5 Year Capital Investment and Canada Community-Building Fund Plan</b>		<b>Approved Budget</b>	<b>Actual Amount Spent by</b>	<b>Total Project Anticipated Cost</b>	<b>Total Anticipated Cost vs Budget</b>
	<b>Project Status Update</b>	<b>2023/24</b>	<b>31-Dec-23</b>	<b>31-Mar-24</b>	<b>%</b>
<b>Vehicles</b>					
Engineering Dept Vehicle (EV)	Vehicles were received.	<b>120,000</b>	225,491	225,500	88%
Tax Bill Portal	TownSuite data migration to the Cloud complete. Moving forward with project Fall 2023; now dependant on software provider timelines. Project to be carried over to 2024/25.	<b>15,000</b>	-	-	-100%
<b>Subtotal Corporate Infrastructure &amp; Accessibility Projects</b>		<b>1,715,000</b>	<b>490,440</b>	<b>1,400,500</b>	
<b>Climate Change Mitigation &amp; Adaptation Projects</b>					
Green/Climate Change Projects (\$500k/yr. - less projects i.e. solar panels)		-			
Facility & Energy Assessment CES & Building Upgrades	Stantec completed the facility and energy assessment of the CES Building. Report being reviewed. Project completed under budget.	<b>75,000</b>	19,668	50,000	-33%
Solar Panels - Municipal Building	Installation complete and connected to NSP grid at 100 KwH.	<b>200,000</b>	62,980	200,000	0%
Solar Panels - Conquerall Bank WWTP	Contract awarded to Polaron...installation of 10KW system with expected completion date of March 31, 2024.	<b>100,000</b>	-	100,000	0%
Community Solar Garden	Towns of Shelburne & Lockport, Districts of Shelburne & Argyle have expressed interest in partnering with MODL.	<b>220,000</b>	21,103	220,000	0%
Petite Riviere Watershed Flood Mitigation	Detailed exploration and assessment of flood mitigation options complete. Implementation of Building Resiliency option now taking place in collaboration with REMO and BPSC.	<b>20,000</b>	-	20,000	0%

5 Year Capital Investment and Canada Community-Building Fund Plan	Project Status Update	Approved Budget 2023/24	Actual Amount Spent by 31-Dec-23	Total Project Anticipated Cost 31-Mar-24	Total Anticipated Cost vs Budget %
Public Transit - Osprey Village	Staff are preparing an RFP. Have received a grant in Operating Budget to cover the cost of the RFP.	250,000	-	-	-100%
EV Chargers Study	Fast Charger Study not required. \$25,000 budget moved to EV Fleet Chargers Project.	-	-	-	0%
EV Fleet Chargers	Install EV chargers in the fleet parking lot at Municipal Services Building. Council awarded contract based on increased project scope: more chargers to be installed than originally planned;  an accessible sidewalk was constructed as well as curbing, bollards and infrastructure to accommodate future expansion	145,000	125,652	386,000	166%
<i>Subtotal Climate Change Mitigation &amp; Adaptation Projects</i>		1,010,000	229,402	976,000	
<b><i>Economic Development Projects</i></b>					
Internet	Some carryover to next year is required based on vendor's installation schedule.	450,000	200,250	201,000	-55%
Wayfinding (Directional/Visual Signage to MODL Assets)	The Wayfinding Strategy is being updated and RFP out in January. Carry over of the remaining funds (approx. \$200,000) will be required.	225,000	9,667	25,000	-89%
<i>Subtotal Economic Development Projects</i>		675,000	209,917	226,000	

5 Year Capital Investment and Canada Community-Building Fund Plan	Project Status Update	Approved Budget 2023/24	Actual Amount Spent by 31-Dec-23	Total Project Anticipated Cost 31-Mar-24	Total Anticipated Cost vs Budget %
<b>Trail Development Projects</b>					
Annual contribution to Trail Groups	Annual budgeted grant to local Trail associations for ongoing trail capital requirements. 75% is paid with the balance released once the trail groups provide final financials for their capital projects.	68,024	49,516	68,024	0%
Art on the Trail/in the Parks	Art on the Trail RFP awarded for Lahave Sunset Park. Will spend approx. \$15,000 of budget.	33,000	2,702	15,000	-55%
Osprey Village AT Connection Pedestrian Bridge	Design phase nearing completion. Tender package expected in spring 2024. Awaiting quote from Bell to relocate power poles. Easements are required from property owners. Project funding deadline has been extended to March 31, 2028.	700,000	457,320	470,000	-33%
Indian Falls Trail upgrade	Trail is now completed.	90,000	87,140	90,000	0%
MARC existing Trail Upgrade	Capital upgrades to existing trail (ditching, culverts, surfacing). Anticipated to be completed this Fall.	30,000	26,387	30,000	0%
Osprey Village Trail Connector	Trail completed. Official opening took place.	800,000	26,661	1,000,000	25%
<b>Subtotal Trail Development Projects</b>		<b>1,721,024</b>	<b>649,726</b>	<b>1,673,024</b>	
<b>Parks &amp; Open Space Projects</b>					
Future Land Purchases	Budgeted amount based on availability	50,000	-	50,000	0%
Osprey Village Land Development Costs	Survey costs for land sales	50,000	16,657	17,000	-66%
Park Roads - Indian Falls	Culvert and related upgrades completed in August 2023. Not all costs were paid by Dec 2023.	30,000	31,818	40,000	33%

5 Year Capital Investment and Canada Community-Building Fund Plan	Project Status Update	Approved Budget	Actual Amount Spent by	Total Project Anticipated Cost	Total Anticipated Cost vs Budget
		2023/24	31-Dec-23	31-Mar-24	%
Sawpit Park	RFP re-issued. Deadline January 25, 2024. Work to be completed over the next few months. Remaining funds at end of fiscal will need to be carried over.	29,000	-	29,000	0%
Wharf Assessment/Upgrades - Sawpit	WSP has completed the site assessment - Final Report received.	15,000	15,017	16,000	7%
Pickleball Courts	Council made the decision to move the location to Centre. Tender issued end of December 2023.	800,000	37,798	100,000	-88%
<i>Subtotal Parks &amp; Open Space Projects</i>		974,000	101,290	252,000	
<b><i>Paving Projects - Roads &amp; Shoulders</i></b>					
AT Paved Shoulders	August 15/23 Council motion to approve cost sharing in the amount of \$834,275 + HST, for paved shoulders on Trunk 3 from Mahone Bay northerly to the Martins River bridge. To be carried over to 2024/25 per NSPW request.	150,000	7,461	870,032	480%
AT Plan - upgrade existing plan	RFP was awarded to Design Systems. Work has begun on the AT Plan. Community Consultations scheduled to begin September 8, 2023.	50,000	28,704	50,000	0%
J Class Roads (NSPW paving Partnership)	2023/24 Request: The Point Rd (0.79 km), Darby's Head Rd (0.45 km), St. Augustine Rd (0.13km), Riverside(0.1 km), Freeman(0.37 km), Riverview (0.18 km) & Church(0.25 km) Total 3.12km The Point Road has been committed.	350,000	-	350,000	0%
<i>Subtotal Paving Projects - Roads &amp; Shoulders</i>		550,000	36,164	1,270,032	

5 Year Capital Investment and Canada Community-Building Fund Plan	Project Status Update	Approved Budget 2023/24	Actual Amount Spent by 31-Dec-23	Total Project Anticipated Cost 31-Mar-24	Total Anticipated Cost vs Budget %
<b>Water, Wastewater &amp; Environmental Protection Projects</b>					
Green Compost Carts	Purchased for year	60,000	56,697	60,000	0%
Osprey Village Water Tower	Water Tower - funding 73% of \$2.9M, TOB MODL share 50% Total \$3.84M for tower and connections. Moving forward with land purchase in collaboration with TOB, First Nations archaeological consultation complete.	925,000	17,409	100,000	-89%
WWTP - Annual Large Pump Rebuilding/Replacement Program	Annual Large Pump Rebuilding/Replacement Program (\$10k/YEAR) 2023/24 NG PS#4; 2024/25 HB PS#20 Pump 1; 2025/26 HB PS#20 Pump 2; 2026/27 HB PS#19 Pump 1 ;2027/28 HB PS#19 Pump 2; 2028/29 HB PS#18 Pump 1; 2029/30 HB PS#18 Pump 2. HB would only be done if we don't upgrade the stations as part of the larger capital project for \$3M	10,000	15,082	15,100	51%
WWTP Cookville Plant Expansion	ICIP Grant 73.3% grant \$9.1M received for design and construction - Design Only this year.	750,000	117,248	405,000	-46%
WWTP Cookville I&I	Identified pipe repairs completed in August 2023. Infill & Infiltration work to be done in fall 2023.	50,000	5,903	50,000	0%
Conquerall Bank - I&I Study	Inflow & infiltration study at Conquerall Bank System awarded to CBCL.	40,000	1,047	30,000	-25%
Conquerall Bank - caustic soda system improvements	Expand existing building and install caustic soda system - Design only.	50,000	2,489	40,000	-20%

5 Year Capital Investment and Canada Community-Building Fund Plan	Project Status Update	Approved Budget 2023/24	Actual Amount Spent by 31-Dec-23	Total Project Anticipated Cost 31-Mar-24	Total Anticipated Cost vs Budget %
WWTP NG Inflow & Infiltration Mitigation	Awarded to Dexter Construction. Construction started in Fall 2023. Remainder to be completed by May 2024. (Carry over to 2024/25 for completion)	800,000	15,657	150,000	-81%
WWTP NG Pump Stn 6 Electrical Upgrade	Project Complete	90,000	13,301	95,000	6%
Water Resiliency/Dry Wells	Current focus on well financing program and flood mitigation	50,000	-	50,000	0%
<i>Subtotal Water, Wastewater, Environmental Protection Projects</i>		2,825,000	244,832	995,100	
<b>TOTAL PROJECT COST</b>		\$ 9,470,024	\$ 1,961,774	\$ 6,792,656	-28%





## Municipality of the District of Lunenburg

# Updated Active Transportation Plan Round 1 Engagement Summary

**November 2023**



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**Municipality of the District of Lunenburg**  
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Cookville, Nova Scotia B4V 9E4

**November 2023**

All images provided by the Municipality of the District of Lunenburg or Urban Systems Ltd unless noted otherwise.

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# 1 Introduction

In August 2023, the Municipality of the District of Lunenburg (MODL) launched the planning process for updating the Municipality’s 2010 Active Transportation Plan (ATP). The updated ATP will identify new priorities, policies, programs, and infrastructure recommendations to improve access to active transportation options for people of all ages and abilities. With input from community members and stakeholders, the updated ATP will act as a guide for active transportation infrastructure investments over the next 10 years.

The ATP is being developed over an eight-month period with several opportunities for community members to participate in the planning process and provide input. Along with technical analysis, community and stakeholder input is critical to the success of the ATP.

The first round of engagement sought to understand current active transportation habits, challenges, and priorities for the future. Between September and November 2023, community members and stakeholders were invited to participate in an online survey, interactive map, and in-person pop-up events. In addition to the community focused activities, the project team hosted two virtual stakeholder meetings. This document provides a summary of the first round of engagement, including communication and engagement activities and what we heard from community members.



# 2 Raising Awareness

A variety of marketing tools and promotional materials were used to raise awareness for the Active Transportation Plan and encourage public participation in the first round of engagement.

## 2.1 Engage MODL Project Page

A project page was set up on the Municipality’s Engage MODL site, which can be [viewed here](#). The project page shared background information about the project, the engagement process, an FAQ section, and relevant Municipal documents including the 2010 Active Transportation Plan, 2022 Active Living Strategic Plan, MODL 2040 Background Report, and Climate Action Plan 2030. Online engagement opportunities were hosted through the Engage MODL project page. Since the project launch, the site has been viewed more than 625 times.

## 2.2 Social Media

The Municipality shared six posts about the community survey and interactive map on their Facebook page, and more than 2,300 people engaged with the posts.

## 2.3 Stakeholder Outreach

Emails were distributed to more than 35 identified stakeholder groups during the first round of engagement. The emails included important information on the project background, asked stakeholders to share the online survey link with their networks, and invited stakeholders to participate in a future workshop. Stakeholders were directed to the project page on Engage MODL and were provided with direct contact information for questions and comments.



## 2.4 Outreach and Promotion

The ATP was promoted through the Municipality’s Fall edition of Municipal Matters in September. The newsletter is distributed to more than 11,500 residents by email to inform community members about what is happening in MODL.

Postcards with a QR code for the survey were handed out at pop-up events and available at popular community destinations and promotional posters were posted at MODL trail heads and at two community restaurants (Ploughman’s Lunch and LaHave Bakery). Throughout the final week of the survey, a radio advertisement was run on two local radio stations a total of 84 times over a seven-day period.



# 3 What We Heard

## 3.1 Pop-Up Events

The Municipality hosted three in-person pop-ups over three days. The project team first popped up at the LCLC Family Fun Day on September 10. On September 22, the project team set up a booth at the New Germany Farmers Market. Finally, the project team hosted a booth at the South Shore Sustainability Summit on September 23. Paper copies of the survey were available for distribution at the pop-up events along with a map of the community where people could indicate strengths and areas of concern in the existing active transportation network. In total, the project team connected with more than 200 community members.

## 3.2 Online Survey and Interactive Map

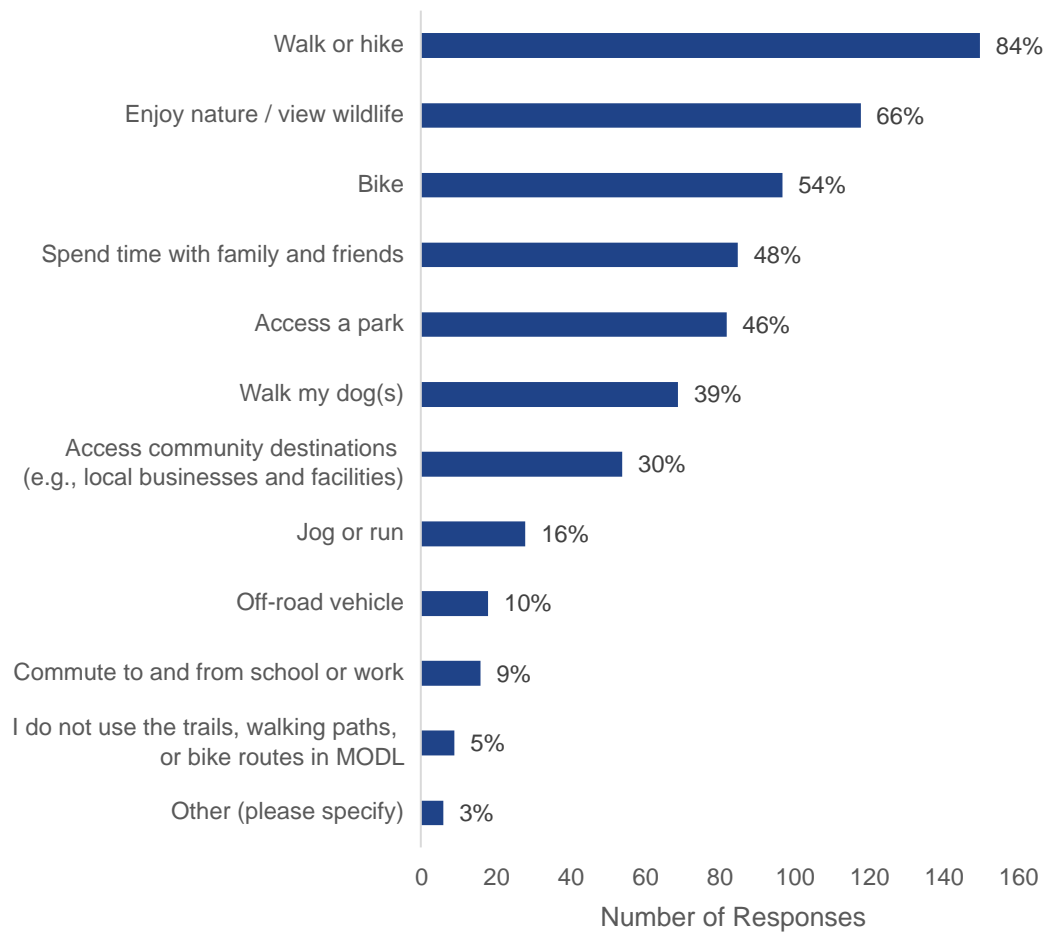
An online survey and interactive map were available on the Engage MODL project page between September 8 and October 18, 2023. The survey was designed to gather input on current active transportation habits and challenges and understand community priorities. In total, 178 people completed the online survey and 16 pins were added to the interactive map.



## How You Move

Respondents were asked how they currently use MODL’s existing active transportation network. The majority of respondents (84%) said that walk or hike in MODL. More than half of respondents use the existing network to enjoy nature and view wildlife (66%) and bike in MODL (54%).

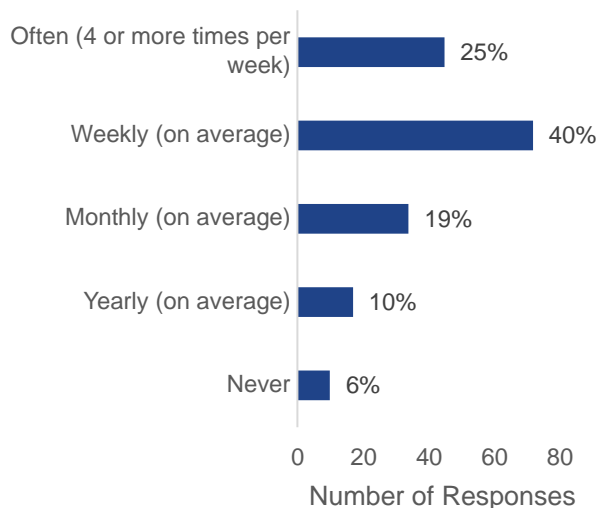
**How do you use MODL’s existing active transportation network? Includes trails, walking paths, and bike routes. Select all that apply. (178 responses)**



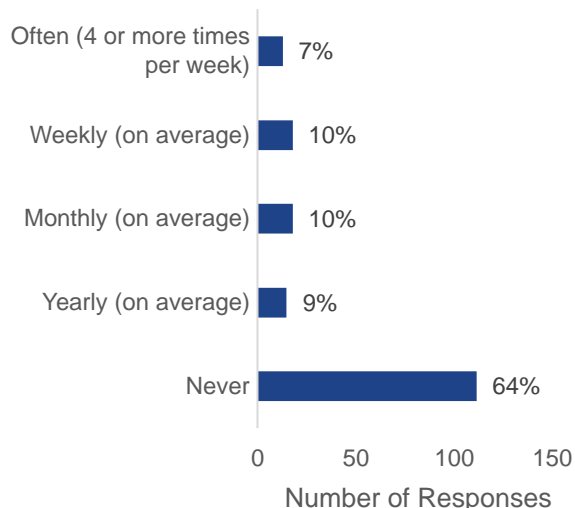
Respondents were asked how frequently they use the trails in MODL for both recreation and commuting purposes. 65% of respondents use the trails in MODL for recreation purposes at least once per week. Only 6% of respondents said they never recreate on MODL trails. When it comes to commuting, 64% of respondents said that they never use the trails to commute.



**How often do you use the trails in MODL for recreation purposes? (178 responses)**

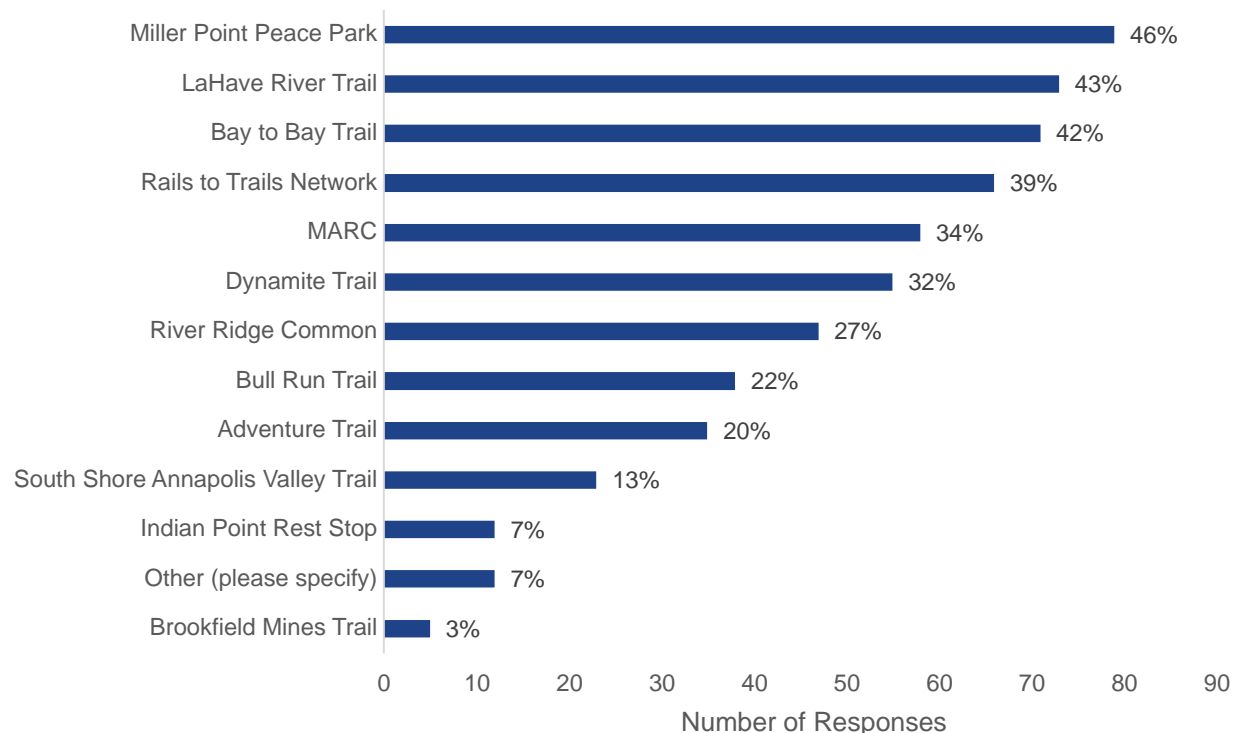


**How often do you use the trails in MODL for commuting purposes? (176 responses)**



We wanted to understand which trails in MODL that community members most enjoy. Respondents were able to select multiple options. Miller Point Peace Park (46%), the LaHave River Trail (43%), and the Bay to Bay Trail (42%) were the top three responses, followed closely by the Rails to Trails Network (39%).

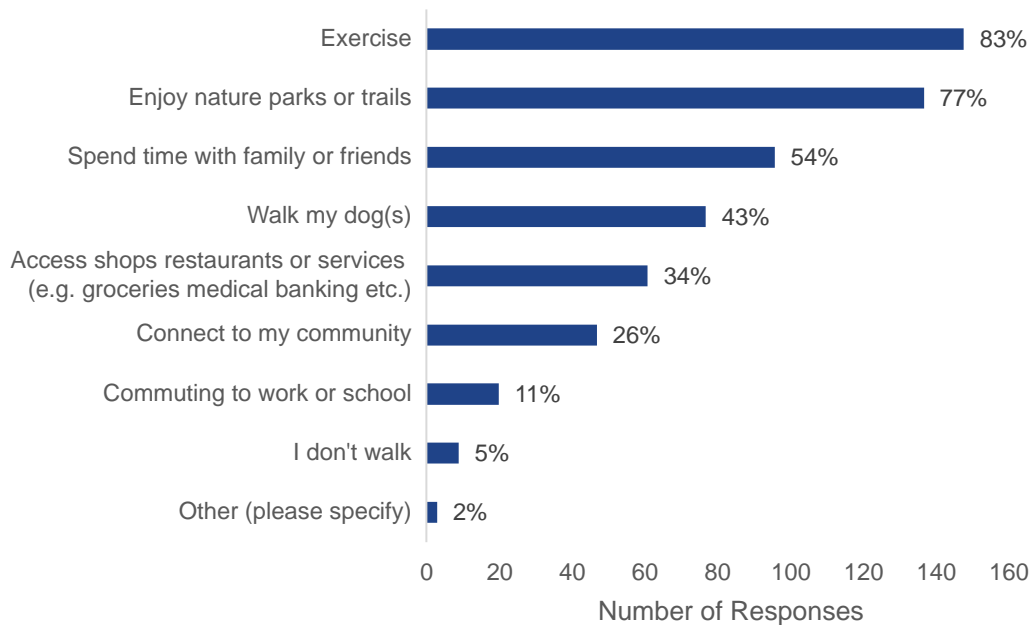
**Which are your favourite trails to walk or bike in MODL? Select all that apply. (171 responses)**



## Walking

The majority of respondents said they walk in MODL to exercise (83%) and enjoy nature, parks, or trails (77%).

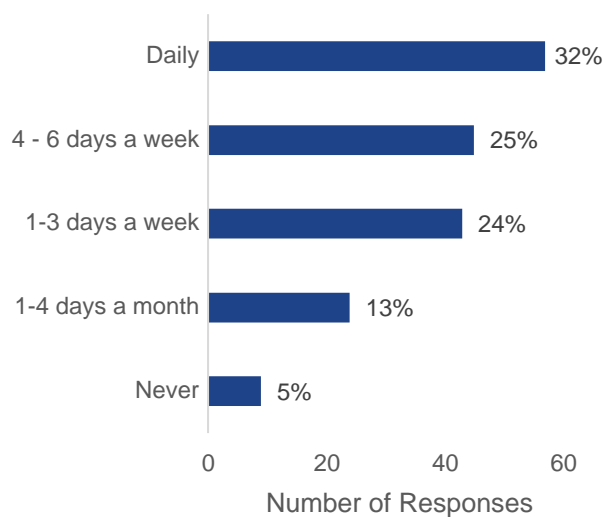
### When I walk, it's to... Select all that apply. (178 responses)



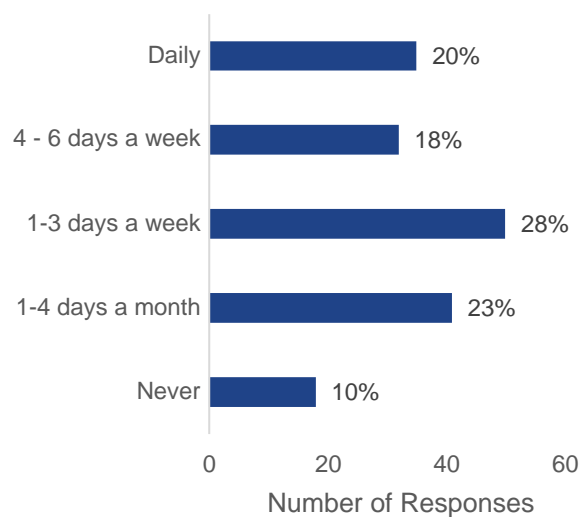
To understand how much of an impact weather has on community members, we asked them how often they walk during the spring, summer, and fall, and how often they walk in winter.

During the seasons with better weather, 57% of respondents said they walk 4 or more days per week. During the winter, the number of respondents regularly walking drops to 38%.

### During spring, summer, and fall, how often do you walk? (178 responses)

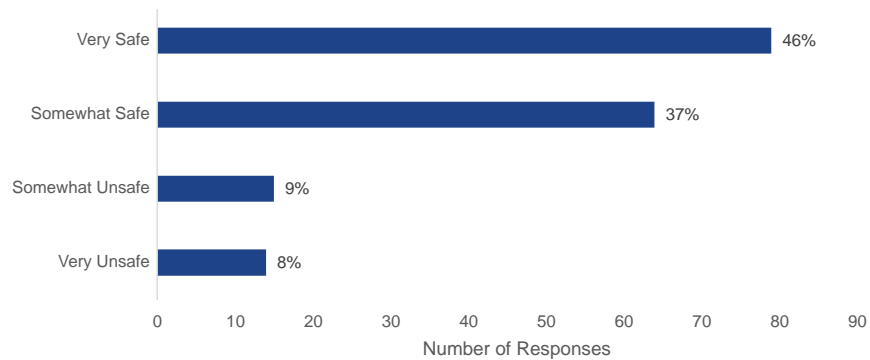


### During the winter, how often do you walk? (176 responses)



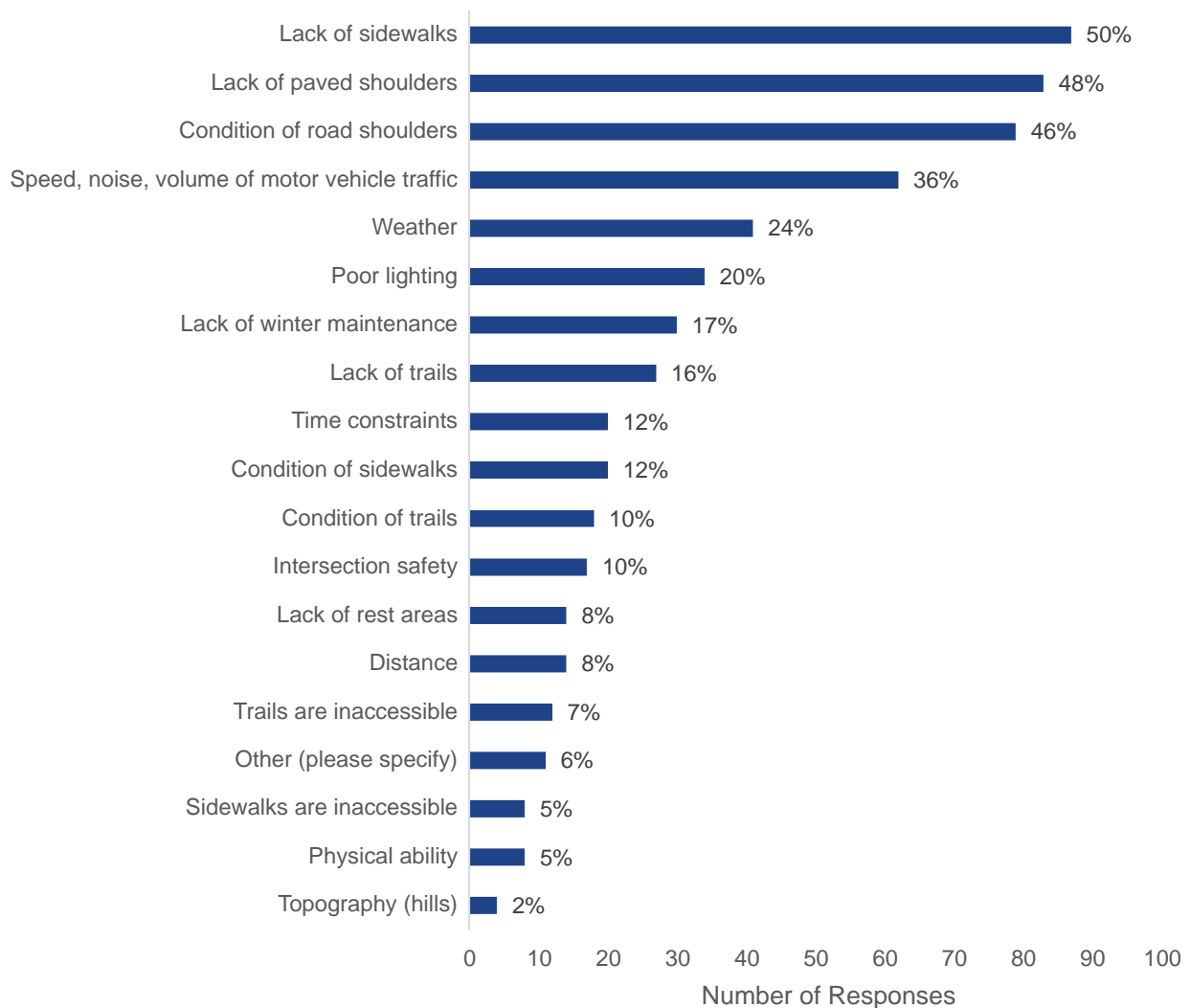
The majority of respondents (83%) said they feel very or somewhat safe when walking in MODL.

**How safe do you feel walking in MODL? (172 responses)**



When asked what prevents them from walking more, respondents noted the lack of sidewalks (50%), lack of paved shoulders (48%), and the condition of road shoulders (46%).

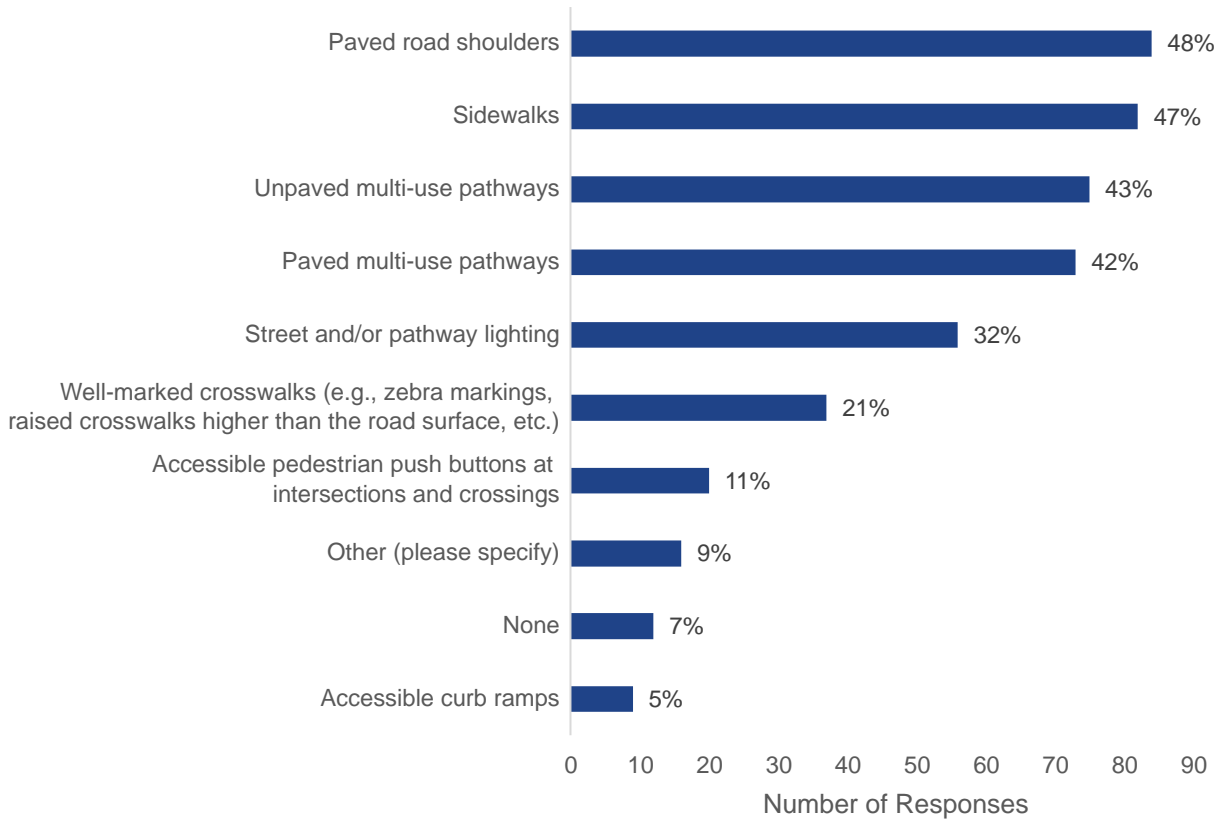
**What are the barriers for walking more often than you do in MODL? Select up to 5. (173 responses)**





To improve walking in MODL, respondents would like to see more paved road shoulders (48%), sidewalks (47%), and both unpaved and paved multi-use pathways (43% and 42%).

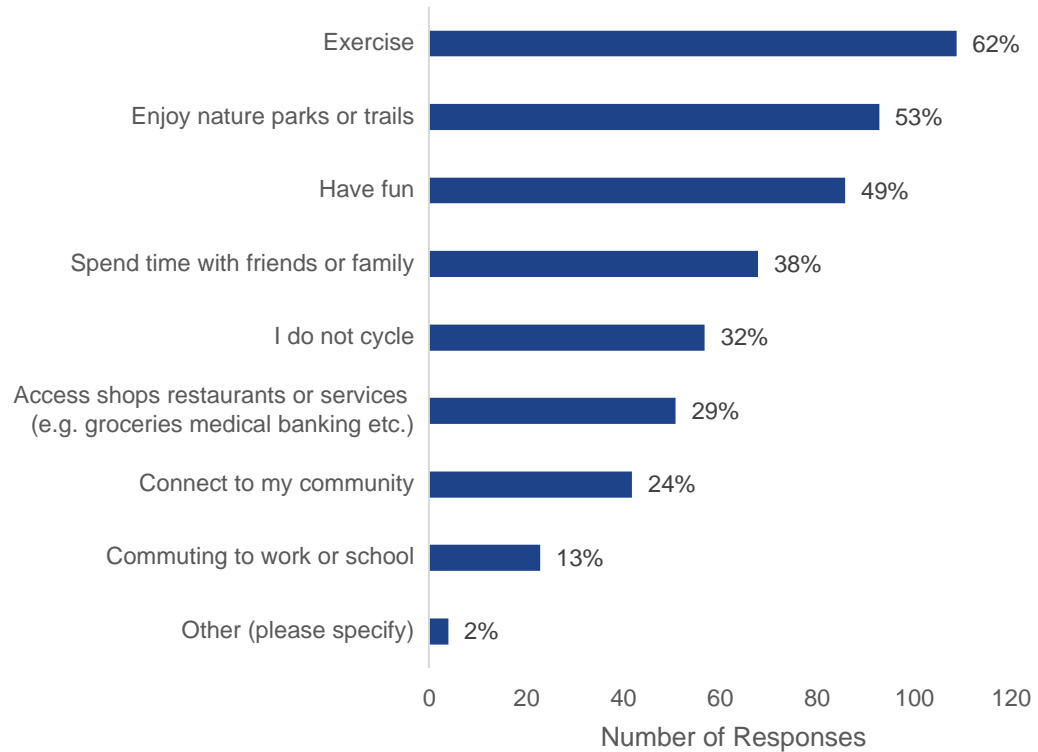
**What types of walking or mobility aid infrastructure would encourage you to walk more in MODL? Select all that apply. (174 responses)**



## Cycling

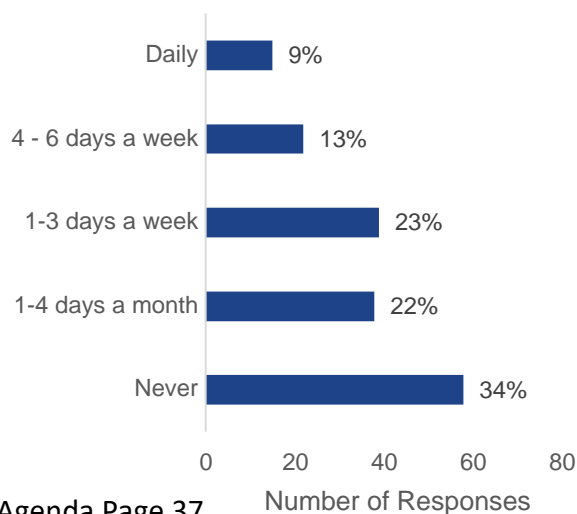
The majority of respondents said they cycle in MODL to exercise (62%) and enjoy nature, parks, or trails (53%).

### When I cycle it is to... Select all that apply. (177 responses)

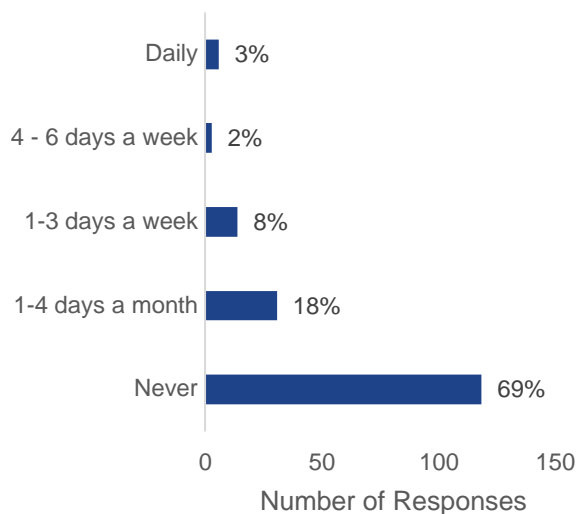


To understand how much of an impact weather has on community members, we asked them how often they cycle during the spring, summer, and fall, and how often they cycle in winter. During the seasons with better weather, 22% of respondents said they cycle 4 or more days per week. During the winter, the number of respondents regularly cycling drops to 5%.

### During spring, summer, and fall, how often do you cycle? (172 responses)

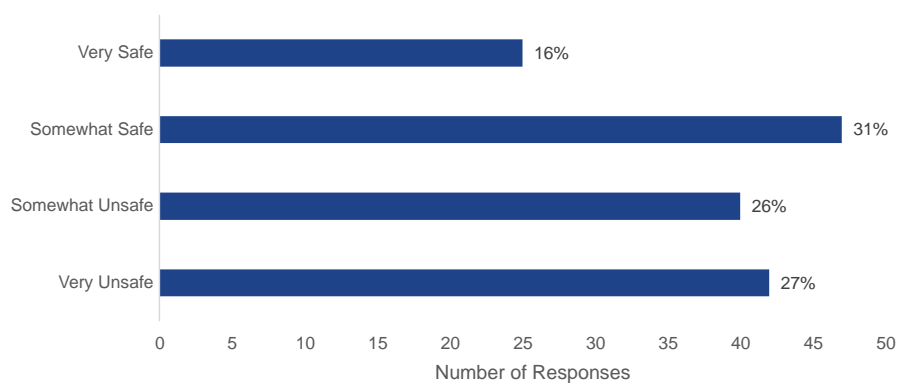


### During the winter, how often do you cycle? (173 responses)



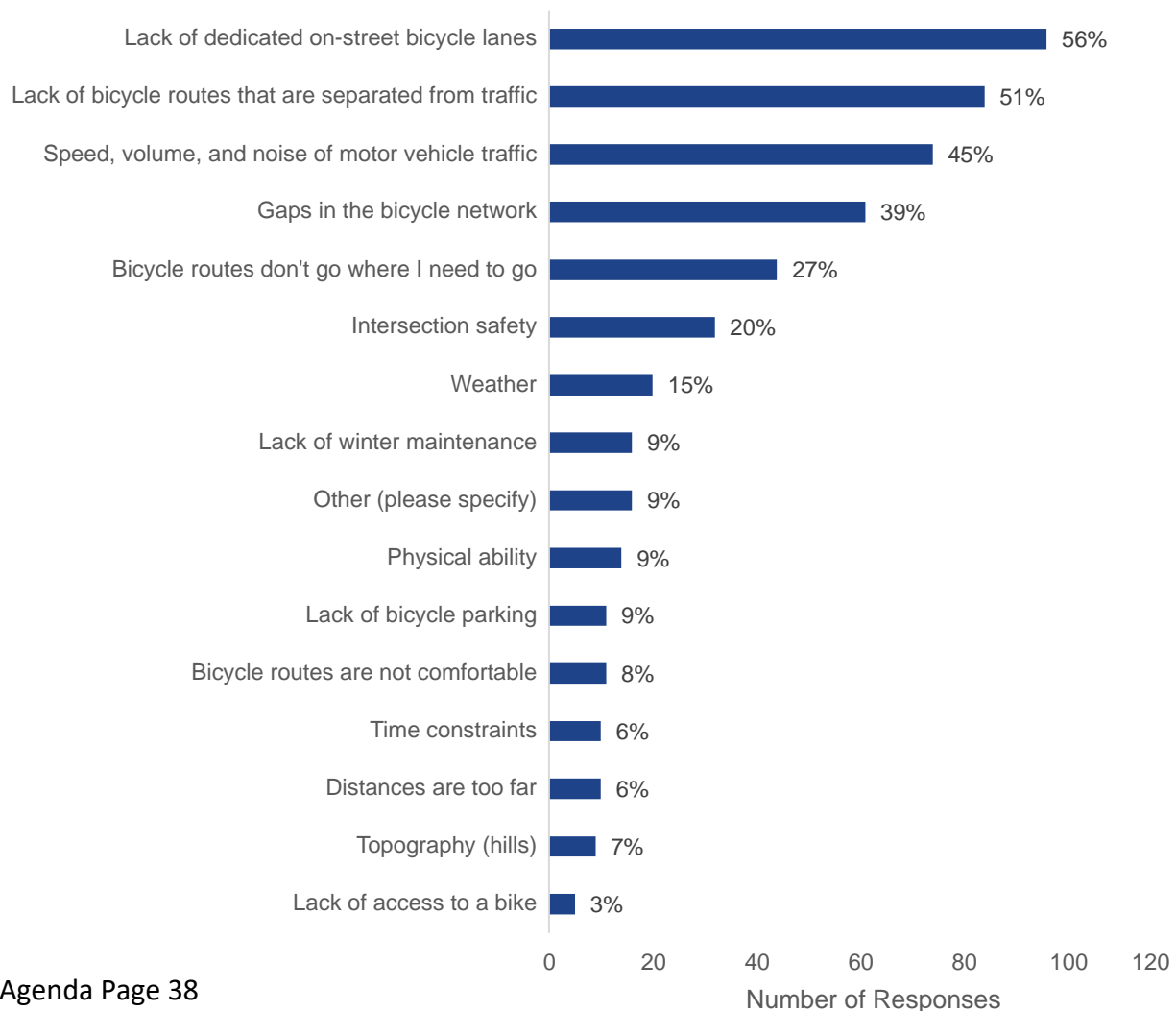
Nearly half of respondents (47%) said they feel very or somewhat safe when cycling in MODL.

### How safe do you feel cycling in MODL? (154 responses)



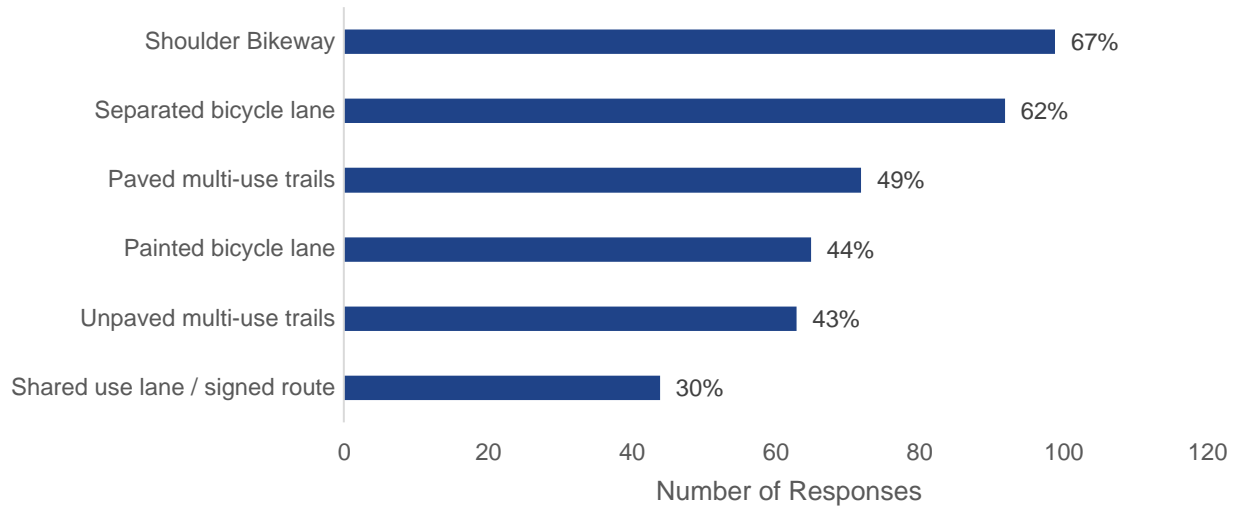
When asked what prevents them from cycling more, respondents noted the lack of dedicated on-street bicycle lanes (56%), lack of bicycle routes that are separated from traffic (51%), and the speed, volume, and noise of motor vehicle traffic (45%).

### What are the main issues or challenges for cycling in MODL? Select up to 5. (157 responses)



To improve cycling in MODL, respondents would like to see more shoulder bikeways (67%), separated bicycle lanes (62%), and both paved and unpaved multi-use pathways (49% and 44%).

**What facility type(s) would encourage you to cycle more in MODL? Select all that apply. (148 responses)**



We also asked respondents where they think bike parking is most needed. 72 respondents provided comments. All comments were summarized and themes, and themes with 3 or more responses are summarized below:

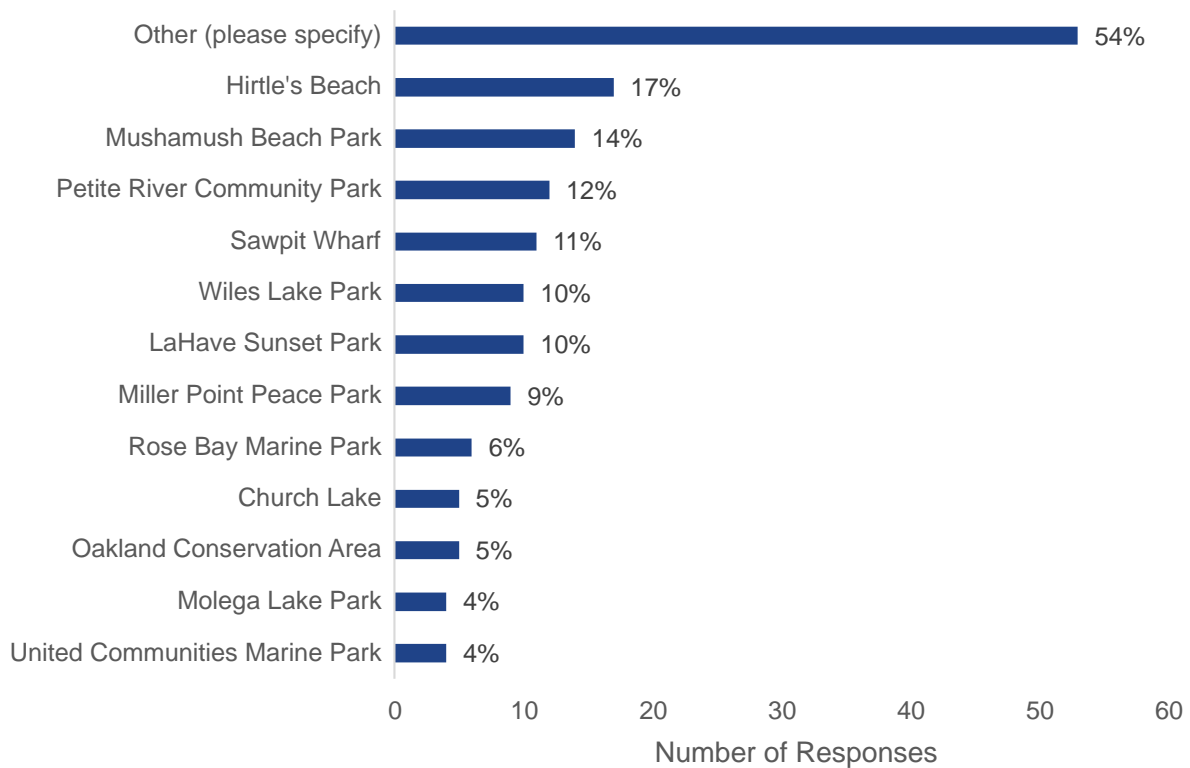
- Outside shops, businesses, and restaurants (23 responses)
- At parks, trailheads, and recreation areas (12 responses)
- Throughout neighbouring municipalities, including Bridgewater, Mahone Bay, and Lunenburg (Town) (12 responses)
- Around downtowns and community hubs (6 responses)
- At beaches (5 responses)
- Outside schools (5 responses)
- Bike parking is not important (4 responses)



## Connections to Water

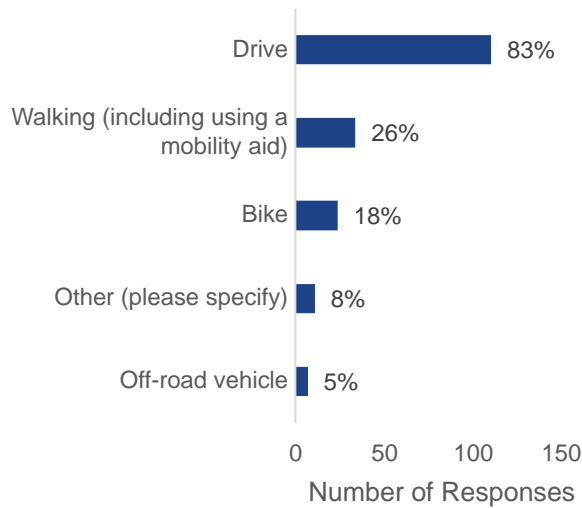
We asked respondents where they like to canoe, kayak, or paddle board. There are many areas in and near MODL where community members can access water, and that was made clear through the variety of responses. Some of the locations specified under “Other” include the LaHave River (8 responses), accesses from private property (5 responses), New Germany Lake (4 responses), and Wentzell Lake (4 responses).

### Where do you usually like to canoe, kayak, or paddle board? (98 responses)

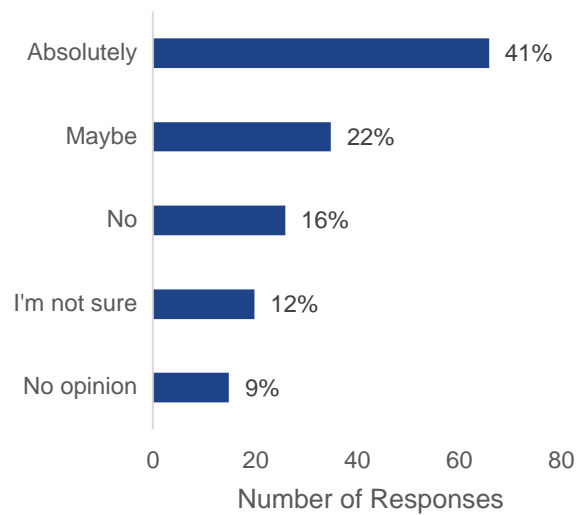


Currently, most respondents are traveling to water access points (83%), but there is an interest in improving active transportation connections to water access points. 41% of respondents said they would absolutely walk, bike, or roll to water access points if active transportation connections were improved, and 22% said they could consider it.

**How do you usually travel to water access points? (133 responses)**



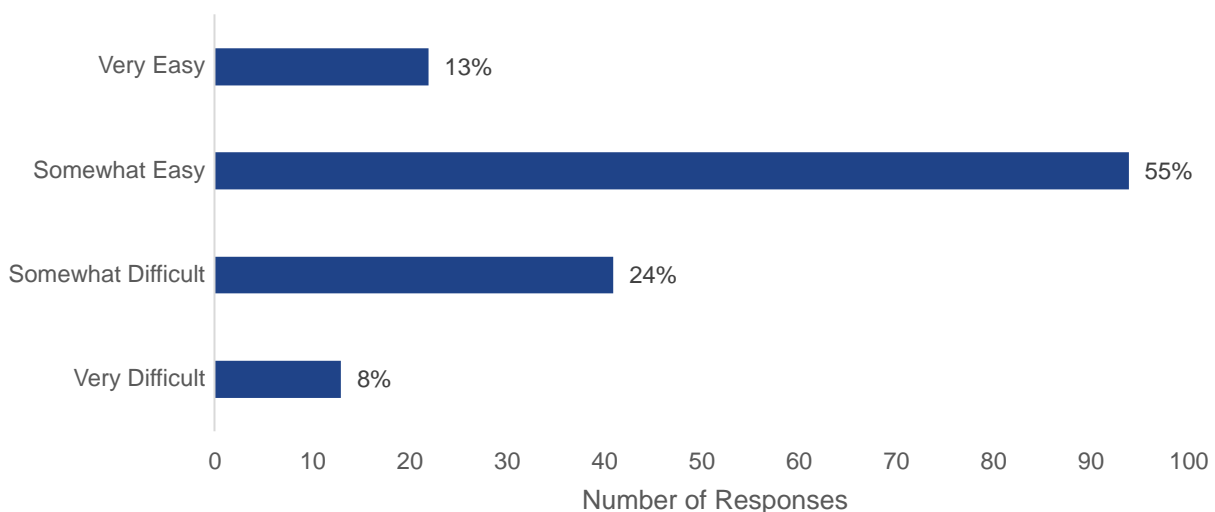
**If active transportation connections were improved, would you be more likely to walk, bike, or roll to water access points? (162 responses)**



**Wayfinding**

Most respondents said that they find MODL active transportations very or somewhat easy to find (68%).

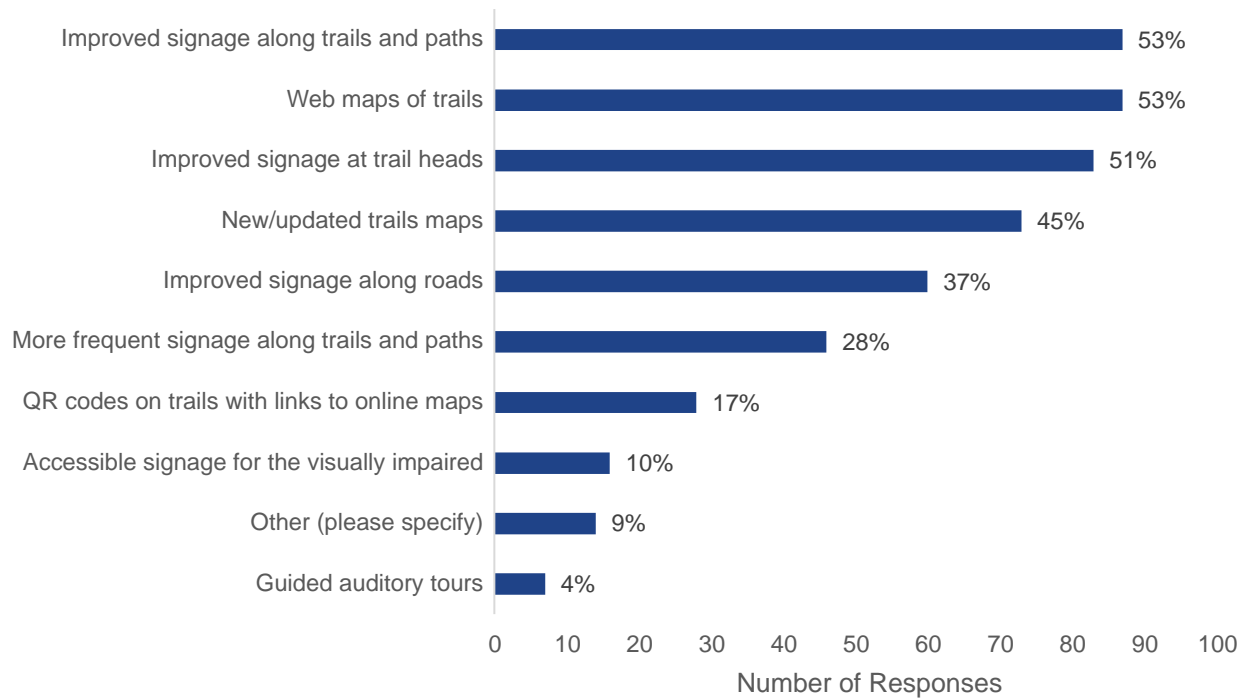
**How easy do you find MODL active transportation facilities to find? (170 responses)**





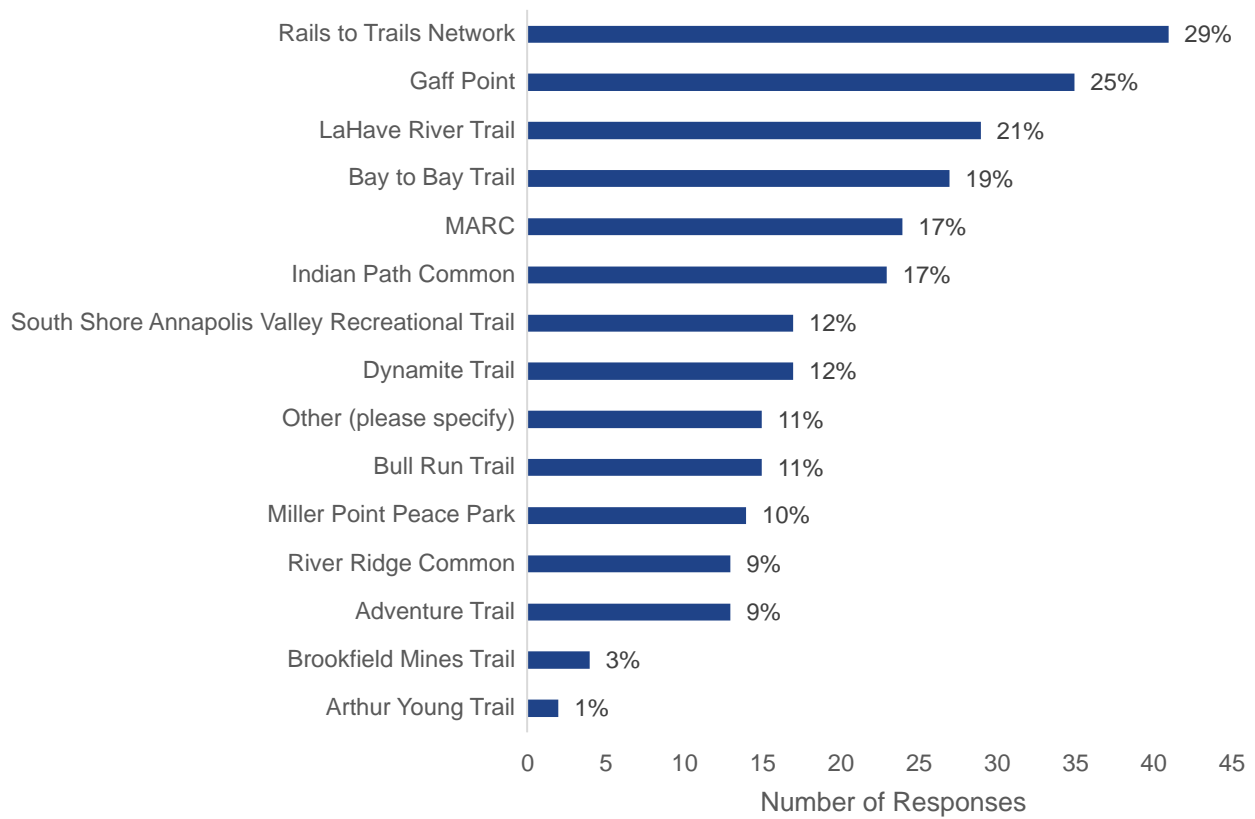
When considering ways to improve wayfinding at MODL parks and trails, 53% of respondents said they would like improved signage along trails and paths and web maps of the trails. Other popular options were improved signage at trailheads (51%) and new/updated trails maps (45%).

**What wayfinding improvements would you like to see at MODL parks and trails? (164 responses)**



There are many parks and trails in MODL. We asked respondents to let us know which parks and trails they thought most needed improved wayfinding. The top responses were the Rails to Trails Network (29%), Gaff Point (25%), and the LaHave River Trail (21%).

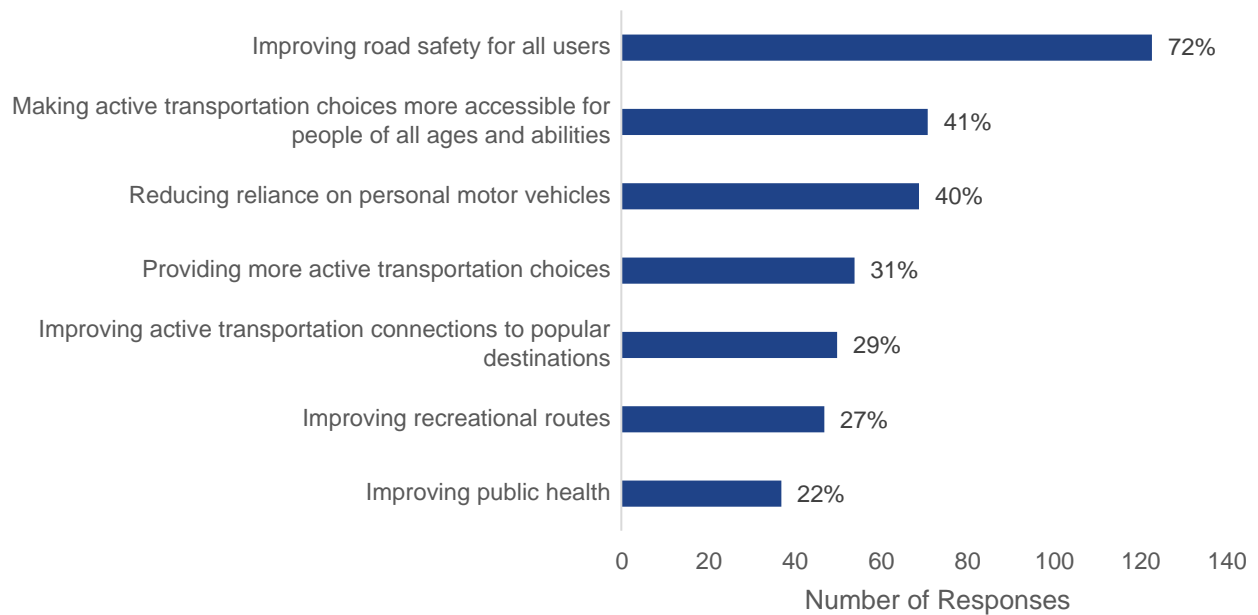
**Which parks or trails do you think would most benefit from improved wayfinding signage?  
Select up to 3. (139 responses)**



## Community Priorities

Most respondents (72%) said that improving road safety for all users should be a priority for the Active Transportation plan. This was followed by making active transportation choices more accessible for people of all ages and abilities (41%) and reducing reliance on personal motor vehicles (40%).

**As the Municipality develops the updated Active Transportation Plan, which of the following outcomes are most important to you? Select up to 3. (172 responses)**



### What are three words you would use to describe your vision for walking, biking, and paddling in MODL? (135 responses)

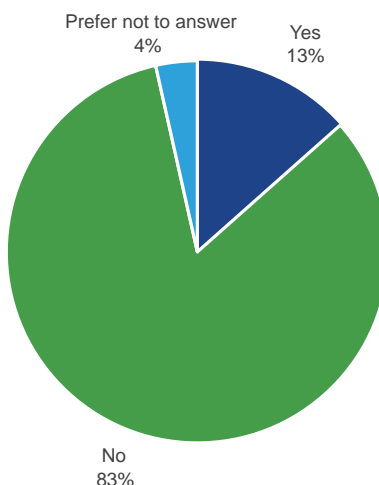
Thinking to the future, respondents were asked what three words they would use to describe their vision for active transportation in MODL. Below is a representation of the most popular words from all responses.



### Barriers

Most respondents (83%) said they have not faced any barriers or challenges related to active transportation because of their race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, housing status, income, conviction for an offense, or other factor.

#### Have you faced any barriers or challenges related to active transportation because of your race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, housing status, income, conviction for an offense, or other factor? (171 responses)



---

### **What are some examples of these barriers or challenges? (46 responses)**

Respondents were invited to share examples of transportation barriers or challenges they have experienced. Respondents shared that they are concerned about their personal safety when walking and biking in MODL, specifically women who use the trails alone. Respondents also noted that affordability is a challenge, either because they need to drive to trail heads and water access points, or they cannot afford the equipment to bike or paddle. It was also noted that those with mobility challenges struggle to access MODL trails.

---

### **What could the Municipality do to address these barriers or challenges? (45 responses)**

When asked what the Municipality could do to address these transportation barriers and challenges, respondents shared the following suggestions:

- Improve safety along active transportation routes. This could be through improving lighting and visibility, creating safe zones, establishing surveillance and regular staff presence along trails.
- Improve signage and wayfinding along trails.
- Promote that the trails are for everyone, and that discrimination of any kind is unacceptable.
- Provide free or low-cost bike, canoe, and kayak rentals.
- Improve affordability of active transportation and consider financial incentives for using active transportation.
- Create more accessible and barrier-free active transportation facilities.
- Improve accessibility on existing active transportation facilities.
- Promote active transportation and its benefits to community members.
- Provide translations for signage and wayfinding.
- Create more separated cycling facilities.



## Additional Comments

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### Do you have any additional comments for active transportation in MODL? (75 responses)

Respondents were asked to share any additional comments about improving active transportation in MODL. Comments were analyzed and themed. Themes with two or more responses include:

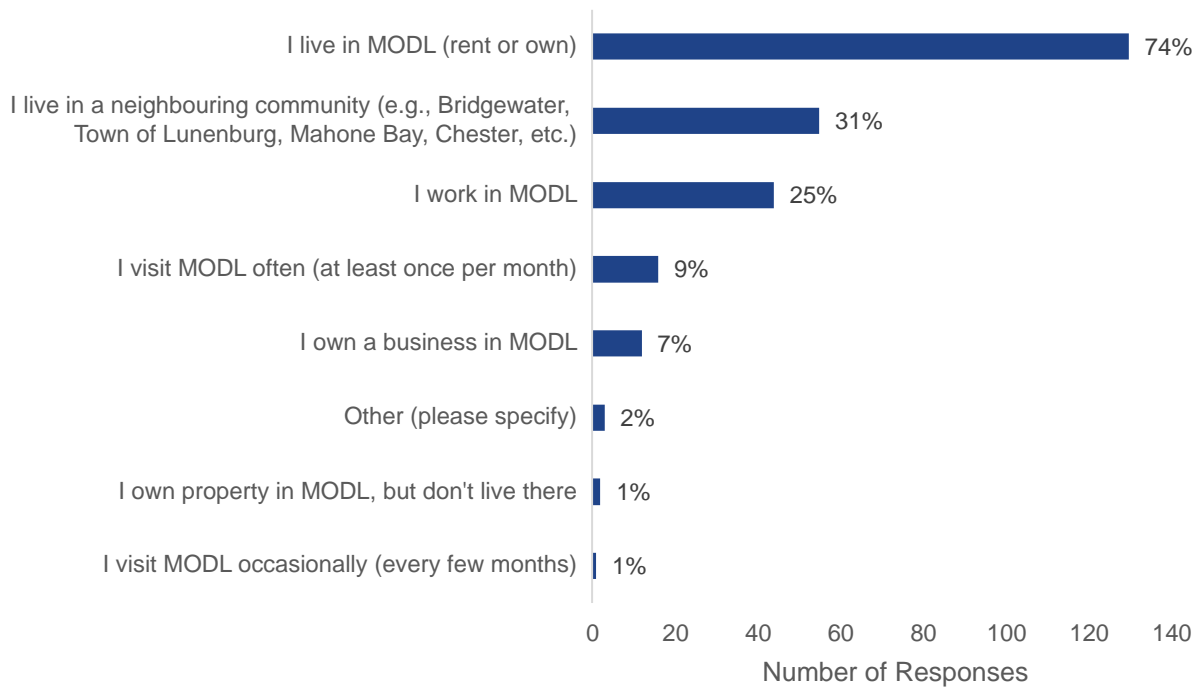
- Community members want to see improved active transportation connections between communities and key destinations (13 responses)
- Community members do not feel safe walking and cycling on existing active transportation routes, specifically along highway shoulders (13 responses)
- General support for the project (6 responses)
- There are not enough safe active transportation facilities in rural areas (5 responses)
- Community members want dedicated and protected bike lanes (4 responses)
- Community members have a desire to walk and bike more in MODL (3 responses)
- There should be more access points to existing trails (2 responses)
- Do not want active transportation improvements to result in increased taxes (2 responses)
- Expand the trail networks (2 responses)
- The Municipality should focus on smaller projects that can have a large impact (2 responses)
- Need more parking at trail and water access points (2 responses)
- Need more traffic enforcement for both drivers and cyclists (2 responses)
- Need to improve existing active transportation facilities to be safer (2 responses)



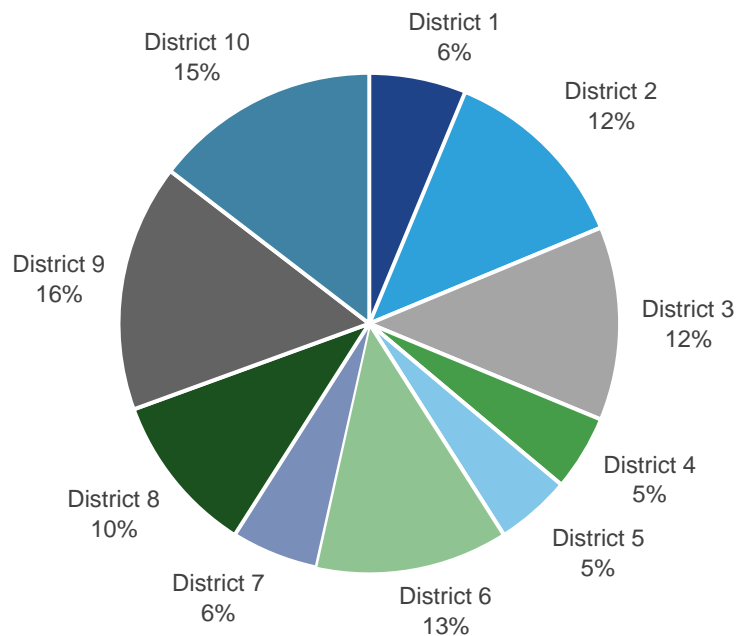


## Respondent Demographics

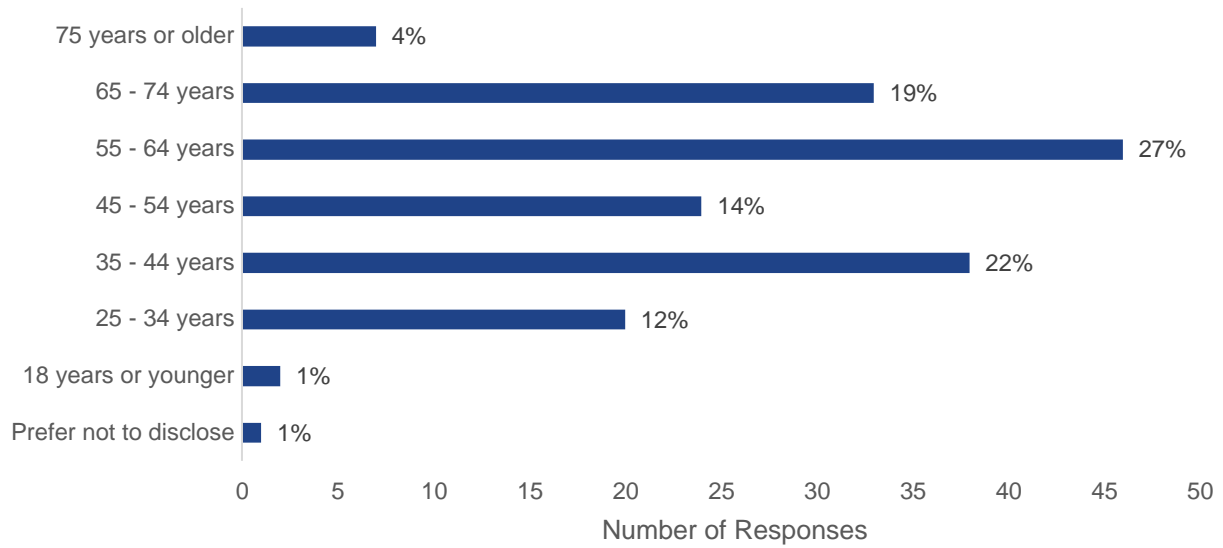
What is your connection to MODL? Select all that apply. (176 responses)



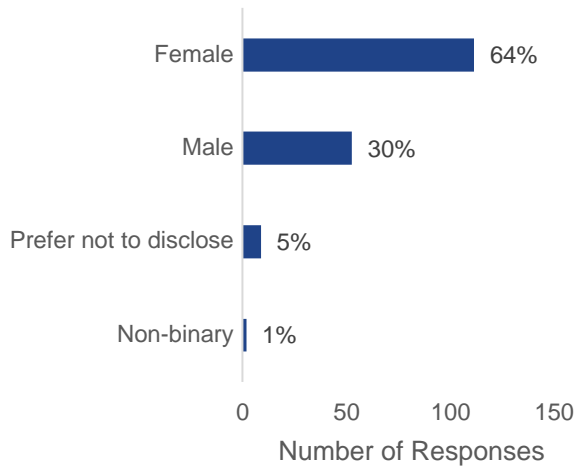
If you are a MODL resident, which area do you live in? (144 responses)



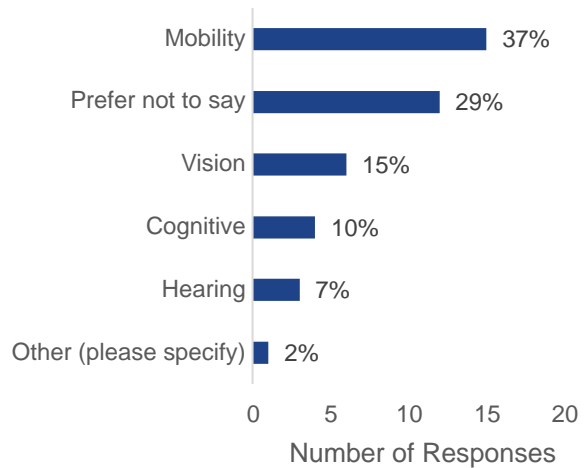
**What is your age? (171 responses)**



**What is your gender? (176 responses)**



**Do you have any limitations? (41 responses)**

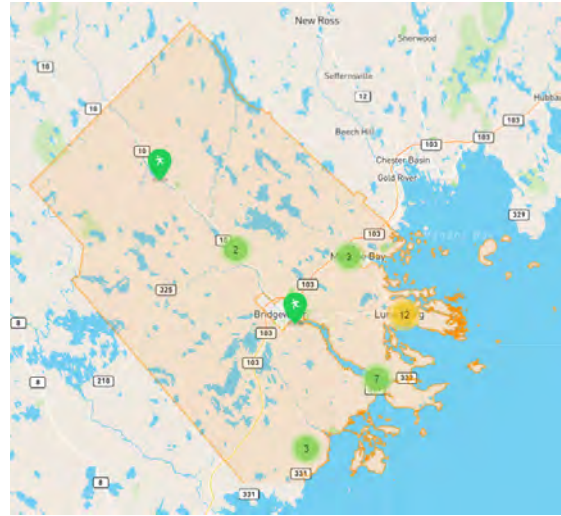


### 3.3 Interactive Map

An interactive map on the EngageMODL site received a total of 29 pins with geolocated comments, including comments incorporated from in-person pop-up events.

Responses were analyzed and themed. Responses with more than 2 responses are summarized below.

- Need walking and cycling trails along both sides of the LaHave River connecting from Bridgeport to Riverport and LaHave (3 responses)
- Highway 332 /First Peninsula Road / Kissing Bridge Road is difficult to navigate when walking and cycling (3 responses)
- Blue Rocks Road could be a nice place to bike, but feel unsafe with the speed of motor vehicles (2 responses)
- Create more trail connections and safe trail crossings around Highway 103 and Cornwall Road (2 responses)
- Cycling along Highway 331 feels unsafe (2 responses)
- Want a trail along Italy Cross Road connecting to Broad Cove (2 comments)



### 3.3 Virtual Stakeholder Meetings

In early November of 2023, members of the project team hosted two online stakeholder meetings to introduce the project, discuss some of the early results from the public engagement sessions and surveys, and engage in a group discussion on existing issues and future opportunities to get more people walking, biking, and rolling in the Municipality. Stakeholders represented neighbouring municipalities, regional agencies, and local community groups with an interest in improving active transportation facilities and connections.

Throughout these discussions with stakeholders, several consistent themes arose, including:

- The MODL survey results were consistent with community and stakeholder feedback in neighbouring communities – many residents in these communities also share concerns around road safety, lack of facilities, and a desire to access community amenities using more sustainable modes of transportation.
- Neighbouring communities also expressed challenges with managing occasionally conflicting priorities between motorized and non-motorized trail users. The impact of the recently passed Road Trails Act has yet to be determined but will likely lead to



different types of user behaviour and interaction with motorists as more motorized recreational vehicles share roadways with passenger and commercial vehicles. A disparity in policy was also noted as several neighbouring communities do not permit motorized vehicles on their trails and pathways.

- A desire to reduce paperwork and processes for volunteer organizations such as trails groups was also noted. Several stakeholders expressed that volunteers often found existing permitting and approvals processes overly onerous.
- Stakeholders also wanted to ensure that a variety of user groups and types were included in the next round of engagement to ensure that a variety of perspectives was captured.
- A focus on “Interested but Concerned” residents in the Final AT Plan was also requested by stakeholders.
- Neighbouring communities also recommend including a policy amendment requiring all new developments in the Municipality to include consider (and include where possible) Active Transportation infrastructure and the construction of Complete Streets.
- A desire to make Active Transportation the easy and convenient choice was expressed by almost all stakeholders. This includes building Active Transportation into everyday routines so that exercise becomes a daily activity.
- Building a real, comprehensive network that recognizes a variety of user types was noted as an important outcome.
- A recommendation to focus on Policy in addition to Infrastructure was also expressed.
- Ensuring that future transportation infrastructure could be connected to and support Public Transportation (transit) was also requested to be in the Active Transportation Plan.
- Lighting and other CPTED principles were identified as a priority for all AT facilities
- Working with business to promote using active transportation for customers to access was raised as a priority initiative. This could include a bike share program to enable community tours. Ensuring business community members have an opportunity to contribute to future engagement and implementation was also identified as being important.



# 4 Next Steps

The input collected through the first round of consultation for the MODL Active Transportation Plan is a vital part of understanding the current active transportation conditions and community priorities. Community and stakeholder input will be used to develop the draft Active Transportation Plan. Once the draft is complete, we will go back out to the community to gather feedback on the draft plan before it is finalized.

Thank you to all community members who participated in this first round of engagement and provided valuable input into the planning process so far. We look forward to your continued involvement in the upcoming phases of this project.

